Over 50 Bike Brightly night riders met for two events in Portland and Lewiston showing pedestrians, motorists and other cyclists the “bright” way to ride.

BIKE BRIGHTLY IS A SHINING SUCCESS

This fall, the Coalition launched its first annual Bike Brightly campaign, engaging cyclists in a multi-faceted program that encourages safe and legal night riding by employing head and tail lights when riding after dark.

In only two months, the Coalition distributed over 1,000 lights to riders and countless more were sold at participating bike shops around the state. Local community advocates, the law enforcement community and the Preble Street Resource Center in Portland also assisted with the dissemination of lights to those in need.

Two night ride events in Portland and Lewiston drew over 50 very brightly-lit cyclists who joined together to show pedestrians, motor vehicles and other cyclists the “bright” way to ride.

The Coalition also offered lights to all new and renewing members for the month October 21 to November 30th, with over 170 members taking advantage of the offer.

The Coalition is incredibly grateful for the generous support of two companies who made this campaign possible with their light donations. Hats off to Nite Ize and Downeast Bicycle Specialists!

DID YOU KNOW?

Maine State Law requires that a bicycle, scooter or motorized bicycle or tricycle, when in use in the nighttime, have a front light that emits a white light visible from a distance of at least 200 feet to the front, a red or amber light or reflector to the rear that is visible at least 200 feet to the rear, and reflector material on the pedals, unless the bicyclist is wearing reflective material on the feet or ankles.
Biking is a blast
It's my best friend
It brings me peace
It does a body good
It saves gas money
It's just pretty damn cool
It makes commuting so much fun
I feel free when I'm on it
I get to my friend's house
I always get a great parking spot
It's a great way to travel without gas
I feel so free when I'm on my bike
It helps me survive two heart attacks
I love it, it loves me, we're a happy family
It gives me a sense of peace and freedom
It's a great way to travel without gas
It's the best start and end to every day
I feel many like it, but this one's mine
Riding it allows me to feel 20 years younger
It introduces me to new and long-term friends
Every ride on it is a great source of euphoria
Riding it is great for new and long-term friends
Every ride on it is great for new and long-term friends
Every ride out to new and long-term friends
Every ride on it is great for new and long-term friends
Every ride out to new and long-term friends
Every ride on it is great for new and long-term friends
Every ride out to new and long-term friends
It's a great way to meet others who are passionate about cycling
It's a great way to meet others who are passionate about cycling
I can eat a lot of it and ride off fairly righteous
I can eat a lot of it and ride off fairly righteous
I can eat a lot of it and ride off fairly righteous
The things I like about it is that it's'
It's a great way to meet others who are passionate about cycling
It's a great way to meet others who are passionate about cycling
It's a great way to meet others who are passionate about cycling
I always bring my bike and feel free
I always bring my bike and feel free
I always bring my bike and feel free
I always bring my bike and feel free
It gives me a sense of freedom and good health
It gives me a sense of freedom and good health
It gives me a sense of freedom and good health
It gives me a sense of freedom and good health
It always brings the best in me no matter where or how
It always brings the best in me no matter where or how
It always brings the best in me no matter where or how
It always brings the best in me no matter where or how
I can throw all my cares to the wind and just focus on the open road
I can throw all my cares to the wind and just focus on the open road
I can throw all my cares to the wind and just focus on the open road
I can throw all my cares to the wind and just focus on the open road
It gets me outside when I can enjoy the air and the wind on my face
It gets me outside when I can enjoy the air and the wind on my face
It gets me outside when I can enjoy the air and the wind on my face
It gets me outside when I can enjoy the air and the wind on my face
There's nothing like a good ride off a perspective that I don't get in my car
There's nothing like a good ride off a perspective that I don't get in my car
There's nothing like a good ride off a perspective that I don't get in my car
There's nothing like a good ride off a perspective that I don't get in my car
It allows me to experience the beauty of Maine from a perspective that I don't get in my car
It allows me to experience the beauty of Maine from a perspective that I don't get in my car
It allows me to experience the beauty of Maine from a perspective that I don't get in my car
It allows me to experience the beauty of Maine from a perspective that I don't get in my car
They help me feel young, carefree and healthy and connect me with nature and my community
They help me feel young, carefree and healthy and connect me with nature and my community
They help me feel young, carefree and healthy and connect me with nature and my community
They help me feel young, carefree and healthy and connect me with nature and my community

In November, we asked our members why they were thankful for their bikes and we received the responses above.

LAW ENFORCEMENT UPDATE

The Bicycle Coalition of Maine views the development of positive, productive relationships with law enforcement personnel as critical to improving road safety and protecting bicyclists’ rights.

In October the Coalition added several law enforcement professionals to a “Law Enforcement Outreach” subcommittee of the Legislation and Policy committee. Members of this seven-person committee include seven avid bicycle riders, two attorneys and three law enforcement professionals, consisting of two lieutenants and a captain from three police departments. The work of this committee is focused on developing constructive relationships with officers and creating effective law enforcement education tools that fit the needs of a modern department.

The addition of the law enforcement professionals to this committee provides an invaluable perspective on how and why laws that affect bicyclists are—or are not!—enforced.

To date, the group has developed a set of Enforcement Priorities for Bicyclists and Motorists that lay out the kinds of violations the Coalition would like to see vigorously enforced. The subcommittee is planning to share info on those Enforcement Priorities with police departments around the state starting this spring.
This time of the year, I face serious existential problems as a cyclist. First of all, is there inclement weather to deal with and if so, what is it: rain, snow, sleet, or ice on the ground. Second of all, what is the temperature outside?

If the weather is inclement, how bad is it? If it is raining, how hard is it coming down? If it is just misting, can I still ride outdoors? Which bike should I ride? Should I chance it on my road bike or should I take out my Hybrid? Should I get a fat tire bike to ride in the snow? For the few times that I might do that, is it worth the expense? Not that cost has ever figured into buying a bike. Once I’m in the bike shop, anything goes and then I worry afterwards (or should I say, my wife worries since I am probably out riding when I don’t worry about anything except other people doing things they shouldn’t to make the ride hazardous).

If the weather isn’t inclement, how cold is it? Do I need leggings? If so, which leggings should I wear, the ones with lining, or the ones without lining? What about the top. Do I need my best polypro liner that wicks away perspiration and keeps me dry? Do I need a windbreaker top, or do I go full protection and wear my thermal Gore-Tex jacket that blocks wind and I could probably wear in sub zero weather. Which gloves do I wear? How much protection do I need on my feet? Should I wear my sock liners under my socks, under my Gore-Tex socks? Do I need my booties over my shoes? Should I wear my balaclava? If so, which one do I need? Should I wear the light one, or the lined one with the face guard? I have to be careful because sometimes I dress for warmth at the beginning of the ride, and 5 or ten minutes into the ride I want to start peeling layers. Is it better to be cold at the beginning and warm up to the task at hand? Or is better to be warm to start and then drip from sweat by the end of the ride? Or do I want to have to stop to peel off a layer and then stuff it into one of my back pockets which means I ride around looking like I have a camel on my back? What do I put in my drink to keep it from freezing (someone suggested Brandy but I haven’t gotten that far yet).

And finally, the ultimate question, at what point do I throw in the towel, and retreat to my trainer in the basement where to stave off boredom, I watch operas on my DVD player. My wife bought me the new Ring cycle from the Metropolitan Opera for this year’s indoor riding and although I love opera, it’s still a far cry from being able to ride outdoors. How much precipitation can I stand, and how cold can it go before I go indoors? Right now, I’m OK down to about 20 degrees.

Come on Spring!

Happy cycling,

Larry Rubinstein, Board President
WHY WE NEED A COMPLETE STREETS POLICY

by Nancy Grant, Executive Director

At the Bicycle Coalition of Maine, we believe that the adoption of Complete Streets policies by the Maine Department of Transportation (MaineDOT) and at the municipal level will greatly improve not only the types and frequency of bicycle and pedestrian infrastructure in Maine, but also improve safety and access for bicyclists and pedestrians in a profound way. Maine would join 27 other states and 500 communities in adopting a Complete Streets policy.

Complete Streets is a design approach and transportation policy that encourages connectivity and “aims to create a comprehensive, integrated, connected network for all modes.” These policies require transportation planners and engineers to design and build streets that are safe for users of all types, ages and ability levels, including bicyclists, pedestrians, public transportation users, and motor vehicles.

The outdated motor vehicle-centric transportation orientation that we find around our state has been in place since the 1950’s, when streets were designed to move as many motor vehicles as possible at the highest rate of speed possible, while providing convenient and extensive parking resources. This orientation has limited our transportation options because it makes biking, walking and public transportation a lower funding priority, difficult, unappealing and unsafe in many cases.

Furthermore, this orientation has proven to be expensive and unsustainable. Many Americans, especially millennials, are questioning the old paradigm. Total miles driven per capita peaked in 2005 and car travel has continued to drop, the numbers of 14 to 34-year-olds without a driver’s license is growing, and revenues for funding our transportation system, e.g., the gas tax, keep falling. Increasingly, citizens want a broader scope of transportation options like bicycling, walking, and public transit.

In Maine, there is huge demand for bike/pedestrian infrastructure and too little money to fund it. In the spring of 2012, when the MaineDOT opened the biennial Quality Communities Program (QCP), which funnels federal funding dedicated for biking or walking projects, 92 communities applied for funding, for projects adding up to $45 million. In June 2012, Congress finally passed the federal transportation reauthorization, (MAP-21). This law cut dedicated funding for walking and biking projects in Maine by 47%. The result was that the MaineDOT had only $6.6 million in 2013-14 to fund the QCP projects. In addition, due to a back log of projects, NONE of the 92 applicants received funding for thier projects. The shortage of federal funding is exacerbated by limited municipal funds for road projects. Without a funding policy in place, it is too easy for small towns with limited budgets to see bike/ped infrastructure as a luxury that they can't afford.

Adoption of a Complete Streets policy in Maine would speed up the development of safe bike/ped infrastructure and connectivity all over the state. If Maine had a Complete Streets policy, every time transportation dollars were spent, the safety and access of all users, bicyclists, pedestrians, children, senior citizens, disabled and transit, would be factored in. Given this background, the Coalition has been working on two fronts to push for Complete Streets in Maine.

First, we are actively working with MaineDOT to help them develop a Complete Streets policy. This policy would apply to any road project on Maine state roads. Second, we advise continued on page 14.
BICYCLE TOURISM AND THE MAINE ECONOMY

One of the Coalition’s five-year strategic goals is to engage more bicyclists and community members in bicycle tourism, loosely defined as any travel activity outside of one’s home region, for the purpose of pleasure, which incorporates a bicycle. Over the years, we have found that as participation in our one-day Women’s Ride and Lobster Ride have grown, we have been attracting more riders from other regions of the state and other parts of the country. In the last six years alone, out-of-state participation in the Lobster Ride has grown from 25% to 42% and in the Women’s Ride from 1% to 12%.

This growth in bicycle tourism is good news for Maine’s economy. Our Lobster Ride, recognized by Bicycling Magazine as one of the top ten century rides in America, attracts more than 900 riders who ride one of 5 different length routes and finish the day with a delicious lobster roll lunch. Last year, over 60% of the riders reportedly spent one or more nights in a hotel and over 90% of the riders ate at a restaurant, went shopping or enjoyed other recreational activities while in the Rockland area for the ride.

Because people traveling by bicycle move at a slower pace than those traveling by automobile, bicyclist tourists tend to stay longer in an area and, consequently, have more opportunity to spend money. In addition, bicycle tourists, on average, have higher total household income than non-bicyclists. How much of a difference does this make? A recent study in Oregon showed that tourists who bicycle spend 20% more than other non-bicycling tourists.

Through its newest event, BikeMaine, the Coalition is stepping up its efforts to increase bicycle tourism in Maine. We are doing this in two ways. First, we are inviting riders to join us in the annual 7-day mass ride in September. BikeMaine 2014 will run from September 6-13. We will be announcing the route on February 4th and accepting 350 riders to explore 5 new communities and enjoy a delightful stay at a traditional Maine summer camp.

Second, we are encouraging bicyclists who were not able to join us on BikeMaine 2013 (or who were there and want to do it again) to become bicycle tourists and experience some or all the inaugural route on their own. To that end, we will be posting the daily route maps, cue sheets, route digests and host community descriptions on the BikeMaine website, ride.bikemaine.org. We will also provide a list of hotels and restaurants in the host communities to simplify your planning. For riders who want to visit the communities but do not have the time or inclination to do the entire 400-mile route, we have posted under each community maps for one or more loop rides beginning and ending in that town.

We encourage you to use the snowy winter to begin planning how you want to explore by bicycle the many wonders of Maine in the upcoming riding season.

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MAINE BPSE UPDATE

The Maine Bicycle and Pedestrian Safety Education (BPSE) Program, a partnership between the Coalition and the MaineDOT, wrapped up another productive year in 2013. The program focuses on providing education to bicyclists, walkers and motorists about how to safely, legally, and courteously share Maine’s roadways. This program is one of the most visible and active elements of the Coalition’s outreach efforts. The core of this program, our school-based presentations, reached more than 12,000 children in every county this year. Eighteen “Bike Rodeos” were held in nine counties, and we’ve also created multiple rodeo tool kits and staged them around the state for trained community members to use. Instructors for the program were also involved with community events, after school bike rides, worksite presentations, police trainings, mechanical instruction, and local planning efforts across the state.

The big push for 2014 is focussing on developing better video and distance learning components for the program, so that even the most remote hamlets of Maine can receive information on how to safely share the roads. We’ll also be conducting additional instructor trainings around the state to increase our pool of qualified presenters for the program. Want to know more? Look for more info in future Coalition communications, or contact Jim Tasse at jim@bikemaine.org.

The Maine BPSE Program is also the home of the Maine Bicycle Helmet Program. This program works with schools, public safety folks and community organizations to provide helmets to kids in need. Between April and December of 2013, the Maine Bicycle Helmet Program distributed more than 1,600 helmets to children around Maine. To learn more about the program, please visit helmets.mainebpse.org.
This fall, South Portland students have had the opportunity to use new tools to help them be on the move. Over the summer, local parents and community planners produced Recommended Walking Route Maps and walk and bike tip sheets for students living within one mile of each of South Portland’s five elementary and two middle schools. These maps were distributed to every family in September and are being made available through the City and schools websites. “My kids and I love to walk to school,” shared Skillin School parent Jeff Woodbury, “And I’m really excited about this new resource for local families.” Woodbury is one of several parents on the South Portland Bicycle & Pedestrian Committee and is a member of the Safe Routes to School subcommittee that produced the maps.

“We met as parents with the City Planner and the School Transportation Office and the South Portland Police to draft the recommended walking routes. It was a great community process,” reported Ben Thompson, Co-Chair of the Safe Routes to School subcommittee, parent of a grown child who attended South Portland Schools, and Coalition Community Spoke. The South Portland Bicycle & Pedestrian Committee has produced the maps with the assistance of the Maine Safe Routes to School Program and the Maine Bicycle and Pedestrian Safety Education Program. “We know traffic congestion near schools can be a real problem, both for the schools and for parents trying to drop off their kids by car,” shared Tex Haeuser, City Planning & Development Director, “So we wanted to help with the alternatives that exist, like walking.”

Jessica Williams, also Co-Chair of the Safe Routes to School subcommittee and a Small School parent, points out that some families use the adult-led Walking School Bus model to share the responsibility for safely walking a group of elementary kids to school. “It’s a great way to save time as a parent – to only have to head to school once or twice a week - especially for parents who work away from home. You take a turn walking one day, say, and can avoid the traffic and car wait-time the rest of the week.” Woodbury noted, “The walk is a lot of fun, too. Walking a mile with a group of kids takes about 30 minutes – and many of us live a lot closer than that to school.” He added, “We keep hearing how, if our kids can get some exercise before the school day starts, they’ll do better academically and behavior-wise – so this works out great.”
TRAVELS WITH JIM

The Coalition is often asked to provide input on bicycle and pedestrian projects around the state. Here’s a quick review of just three very interesting statewide projects we’ve been working on this quarter.

**Bike and Rail Integration**

As the conversation about what comes next for the St. Lawrence and Atlantic Rail Line that connects Auburn to Portland heats up, the Coalition has been involved with meetings with both rail and trail advocates. Part of this work has resulted in the creation of a document that envisions what kind of bicycle accommodations should be provided on any proposed and existing rail service in Maine. Stay tuned for more info on the next chapter for this important rail corridor!

**Bicycle Routes in Oxford County**

Education Director Jim Tasse and Community Advocacy Coordinator Abby King are key players in an initiative to identify, map, and plan for the creation of a series of marked bicycle routes in Oxford County. Using funds from a federal Community Transformation Grant, we are facilitating a series of planning charrettes to collect local info on the best routes on which to ride bikes between locations like Bethel and Fryeburg, Norway and Rumford. The goal of the project is to create a specific signage plan that will clearly mark bicycle-friendly utility and recreational routes by the fall of 2014.

**Long-Haul Offroad Tourism in the Great North Woods**

In early December, Jim Tasse was part of an all day planning session in East Millinocket dedicated to strategies to stimulate the regional economy. The attendees included representatives from the local municipalities, MaineDOT, Maine Department of Agriculture, Conservation, and Forestry, Baxter State Park, local businesses, Eliot Plantation, timber companies, guides—you name it, they were there! A recurring theme was the development of a series of off road touring routes on the old logging roads in the area, possibly anchored by a series of lodges on the model of the Maine Huts and Trails system.

COMMUNITY SPOKES SNAPSHOT

The Bicycle Coalition of Maine trains and supports local advocates, or Community Spokes, to make their towns more bike-ped friendly. Abby King, the Coalition’s Community Advocacy Coordinator, interviewed Charlie Harrington, a “Spoke” and resident of Addison, to offer this snapshot of the work of one dedicated advocate.

Charlie Harrington joined the Bicycle Coalition of Maine for training as a Community Spoke in Ellsworth in March of 2013 to learn how to better serve the children and young adults he works with through the Maine Seacoast Mission in and around Cherryfield, in Washington County.

When asked about his advocacy work, Charlie said, “I chose to become a Community Spoke because I really want bicycling to become a big component of the work we do at Maine Seacoast Mission with youth in Washington County. You’d be surprised at how few people ride bikes up here - we want to get kids active so that we eventually reach their families and get them biking, walking, and using trails. The Community Spokes training was thought-provoking--there are a lot of educational resources we can use.”

Charlie is also a board member of the Sunrise Trail Coalition, a group that works to promote and protect The Downeast Sunrise Trail. The “DEST” is an 85-mile multi-use trail that winds through eastern Hancock County and most of Washington County. continued on page 14

Winter 2014 bikemaine.org
BICYCLE COALITION PRESENTS 2013 AWARDS

The Coalition salutes these local bicycle advocates for their amazing efforts around the state.

SCOTT WORKMAN
Sally Jacobs* Community Advocate Award

Scott Workman has never seen being “from away” as a impediment to his exceptional local advocacy work in the Waterville area. After relocating to Maine, Scott quickly started the Greater Waterville Bike and Pedestrian Action Committee’s online Facebook presence and also founded the No Rider Left Behind Ride that occurs every Thursday. In November 2011, he took part in the Coalition’s Community Spokes training and shortly after initiated a bicycle component to Waterville’s Comprehensive Plan.

Fellow bicycle advocate and Coalition Board Member, Peter Garrett said that Scott is, “never afraid to start something new” and is constantly “thinking of the next step to make the community more bike friendly.” In case he isn’t busy enough with all of his local advocacy work, Scott and his wife recently welcomed a new baby into their lives in November!

TOWN OF CARRABASSET VALLEY & NEMBA CHAPTER
Muddy Wheel Award

The Carrabassett Region NEMBA (New England Mountain Bike Association) Chapter, the Town of Carrabassett Valley, Maine Huts and Trails and Sugarloaf have formed a strong partnership that serves as an example of cooperation to those around the state considering the development of mountain bike infrastructure.

In the past three years the town has invested tens of thousands of dollars in trail construction and improvements for mountain bike use. Coupled with thousands of hours of service from hundreds of volunteers the financial support has meant improvements like the replacement of bridges and installation of trails on some of the cross-country ski trail corridors, the construction of roughly five miles of beginner and intermediate single track mountain bike trails and a beginner pump track.

ANNE-MARIE DAVEE
Harry Faust** Leadership Award

Anne-Marie Davee is a Freeport resident, founding member and chair of the Freeport Active Living Task Force and perhaps most importantly, a leader in her community. In November 2011, Anne-Marie took part in the Coalition’s Community Spokes training where she developed her community mobilization skills and received a toolkit with in-depth information on advocacy, and bike/ped programs, policies, and projects.

During the summer of 2012, Anne-Marie put this training to use when she helped create the task force with the intention of assessing community access to walking, biking, and hiking. This data has been used to develop a plan to support active living among residents and visitors to the Freeport area. Anne-Marie has been instrumental in involving hundreds of residents and neighbors in the planning process. The Task Force has received over 700 completed surveys seeking input from locals to inform the active living plan.

* 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
BRIAN DANZ
Jeff Miller*** Spirit of Cycling Award

Sometimes an award just seems to fit the nominee like a perfectly broken-in bike glove, and this is certainly the case with Brian Danz. As Brian continues working hard to make his community a better place to bike, there is no question that he embodies the “spirit of cycling.”

In addition to always having a smile on his face and time to lend a hand, Brian serves as a board member for the Greater Portland Chapter of the New England Mountain Bike Association as well as the region wide organization, a lead volunteer for the Coalition’s Great Maine Bike Swap in Portland, and a Bicycle & Pedestrian Safety Educator. Most recently, Brian has turned his efforts to helping launch the Portland Gear Hub, a non-profit shop and community development program offering reused, recycled and re-purposed bicycles and other outdoor gear and equipment for rent and sale.

BOB BRUCE
Next Generation Award

“Bicycle Bob,” as he is known to children around the state, is a tireless advocate from Wiscasset whose bike resume could fill this entire page. Bob Bruce has been a BPSE (Bicycle & Pedestrian Safety Educator) for six years and says, “My work as an instructor has been an incredibly rewarding experience.” Bob has logged thousands of hours teaching children in grades 2-5 about basic bike safety and handling skills. One of his most noted accomplishments is an annual bike trek at the Monmouth Elementary School that all 3rd graders take part in.

Bob is also a member of the Coalition’s Community Spokes Program, a leader of the Merrymeeting Wheelers bike club out of Brunswick, a Great Maine Bike Swap volunteer, and leader of the Maine Bike Rally each year. When asked why his work is so important to him, Bob says, “Teaching our children how to drive bicycles safely is such an important endeavor. I remember the freedom it gave me when I got my first bike, I could go places that I could only dream of...”

BRENDAN SCHAUFLER
Just Do It Award

Brendan Schaffleur is the Active Community Environments Coordinator for the Oxford Hills region of Maine and is breathing new life into the bicycle and pedestrian advocacy work in the area. He works with volunteers and professionals in communities all over Oxford County to promote healthy, active lifestyles by encouraging walking, biking, hiking, and more.

A member of the March 2013 class of Community Spokes, Brendan works for Healthy Oxford Hills, a Healthy Maine Partnership. His charge is to help Active Community Environment Teams (ACE Teams) get organized and motivated to effect change locally. With Brendan’s help, the ACE Team in Rumford/Mexico has been working to publicize walking, biking and paddling opportunities by signing and marking routes around town. The Norway/Paris ACE Team has been working to organize a community walking program.

L.L.BEAN
Bicycle Friendly Business Award

As a founding sponsor of the Coalition’s newest event, BikeMaine, L.L.Bean once again proved that they believe in making Maine better for bicycling. In addition to generous financial support, L.L.Bean also provided two bike mechanics to travel with the ride, assisting participants with any technical issues that might arise.

Most recently, L.L.Bean employee and Coalition Board Member Michael Hayes helped the Coalition coordinate a massive bike light donation that made this fall’s Bike Brightly program a huge success.

As a Coalition Yellow Jersey Club Member, donating $1,000+ annually for more than 10 years, L.L.Bean has time and again demonstrated that their appreciation for the outdoors clearly includes bicycling of all types.
FIRST HAND PERSPECTIVES OF THE JOYS OF THE WALKING SCHOOL BUS

by Sarah Cushman, “Walking School Bus” Parent & Bicycle Coalition of Maine Consultant

Have you seen groups of children walking through the neighborhoods in Portland in the early morning, accompanied by adults wearing bright orange reflective vests? Then you’ve caught sight of the Portland Walking School Bus – a fun and safe way for students to walk to school with the help of grown-ups!

So who are these orange-vested adults walking with Portland’s East End students? The answer is: a wide variety of incredibly committed and wonderful community volunteers. “Initially, we thought a lot of our volunteer Walk Leaders might be parents,” says Betsy Critchfield, Director of the Portland Walking School Bus Program. “And we do have some parents who’ve been stalwart and fantastic volunteers. But families often have younger children at home or other time constraints that don’t allow them to volunteer. So what we’ve found is that our core group of Walk Leaders comes from the broader community, often with no previous connection to the East End Community School, which is pretty special.”

Elise Boyson, one of a number of volunteer Walking School Bus Leaders in the 25-35 age range notes, “I’m at that age where my friends and I don’t have children yet and there are no real opportunities for us to hang out with elementary-age kids. So this is one of the best parts of my week. These kids are so fun, they say the funniest things and they hold hands and are really sweet with each other.” In her work as the Volunteer Manager at Preble Street, Elise sees her fair share of sadness and despair. Starting the day with the Walking School Bus, “it’s just wonderful to get to be with these happy, healthy kids with the whole world ahead of them. They’re signs of hope.”

Elise teams up with other Walk Leaders on the East End Community School Route #1, which starts at 7:40 at the corner of Oxford and Smith Streets and winds its way from Kennedy Park up the hill to school. “Unlike other kinds of volunteer work, this totally fits into my work day. I leave my house at 7:30, we get to school by 8:15, and then I have plenty of time to get to work on time.”

Allison Paine, age 55, has volunteered since last spring on the East End Community School Route #2, which starts at 7:40 at the corner of Eastern Promenade and Munjoy Street, and winds its way across the neighborhood to arrive at the school by 8:15 as well. A resident of Munjoy Hill for the past 17 years since moving from Brooklyn, New York in 1996, Allison was a database designer and software engineer for most of her career; she has recently started a textile enterprise. In addition to her work as a Walk Leader for the Walking School Bus, Allison also volunteers as the President of the Board of the Portland Stage Company.

“All I enjoy walking to school with the 12-15 children on our route twice a week,” Allison says. “It’s fun to see how eager they are to talk about their upcoming school day, looking forward to things they’re learning and upcoming field trips. The kids enjoy walking and being together and they get fresh air and exercise before they start their school day.”

With a diverse group of kids on each Walking School Bus route, Elise notes in particular that, as a native Mainer, “I feel like the multi-cultural community in Portland is just growing – which is great. But in reality, there aren’t many opportunities for us to interact with folks from different backgrounds. I love that I get to be part of this parade of all different kids walking through the city. They are all so comfortable with each other - in a way that we as adult Mainers don’t often get the chance to be. And it provides the chance for their parents and for us as volunteers to get to interact with each other, too. We get to connect as people---we have a common goal, we all want to get these great little kids off to school safely.”

Volunteer Walk Leaders attend a 1-hour training, are background checked, and then get to work in pairs on each route - walking with students 1 or 2 times a week. All routes are designed to be no more than a 30 minute walk at a casual pace. The number of children the program is able to serve on different routes is governed by the number of volunteers in place.

For more information, contact Betsy Critchfield at (207) 956-6539 or betsy@bikemaine.org

PortlandWalkingSchoolBus.org
FAT TIRE FOLK: CONNECTIONS
by Joshua Firmin, Healthy Hometowns Coach, Farmington

On the most basic level, trails are connectors. Take away all of the rocks, roots, ups and downs that a mountain biker craves and a trail is simply a route that allows a person to travel from one point to another. But trails also create connections on a level much deeper than the physical point-to-point. Trails provide the opportunity for people to connect with each other and themselves. They also connect people to unique, and sometimes deeply personal, experiences. Let's take a look at some of the connections trails can make.

Trails can connect us to nature. For many, getting out on the trails is an escape from the day-to-day. It's a way to unplug from the world and leave behind all the troubles and worries for a bit of time. Trails can lead us to incredible places that few people get to see. The wonders of the natural world, from stunning summit vistas to vast open spaces are sights attained from a trail.

Certainly, no two trail experiences are the same, but as riders we are connected by the pursuit for that sublime moment when man and machine meld into a single entity, pulsing and flowing with the surrounding terrain. We are all connected by this collective universal stoke, this concept of pure cycling nirvana which transcends the limitations of space and time. It's a feeling that connects us all.

Through the challenges we face on the trail we are able to form a deeper connection with ourselves. Trails allow us to push our limits and see how far we can go. It's the frustration of trying something time after time, and satisfaction of succeeding. It's finding the confidence to try that new line you've never done before. Out on the trail we're able to test ourselves and discover new things about who we are.

Sometimes, the experience is enhanced when shared with others. When we ride in a group, we are able to connect with others and their experience in a very intimate way. We know we suffered through the same grueling climbs and savored the same fast, flowing descents. To describe the connection is almost impossible. It's captured in that feeling you get at the end of a ride, when everyone gets back to the trailhead rolling on a two wheeled high.

Here in Farmington, Maine a hardworking group of passionate trail users has been working diligently to create fun and challenging singletrack with hope of connecting people to year-round recreation at the local community ski hill, Titcomb Mountain. Throughout the summer and fall, this dedicated group has bonded through sweat and hard work to create an experience for the trail using community to enjoy. The group includes people from all walks of life, all connected by a passion and love for trails. The Titcomb trails have become a place for people to ride together, work together, share in the trail experience, and seek out a peaceful moment of solace while perched in the saddle. When the snow melts away and the trails dry out I invite you to visit Titcomb and connect with a few miles of trail that the locals have grown to love.

So the next time you are out for a spin on your favorite trail, take a moment to stop and consider the connections. Breathe deeply of the fresh air and commune with Mother Nature. Give a wave to a passing stranger.

Bring a friend to share a ride or go out solo and learn something about yourself. Obvious or unlikely, there are connections around every corner just waiting to made.
WHY WE NEED A COMPLETE STREETS POLICY (cont.)

all of our community advocates, “Community Spokes”, to push for adoption of Complete Streets policies. We have 60 “Spokes” working in communities all over the state, introducing the Complete Streets concept and pushing for its adoption on a local level. To assist with these efforts, in the past year, we have sponsored numerous regional and local workshops focusing on Complete Streets.

Thankfully, there are many cities in Maine that have taken the lead. Portland adopted a policy last year, Lewiston and Auburn adopted their policy in early 2013, South Portland and Bangor have included Complete Streets in their comprehensive plans and Westbrook is working to develop such a policy as well.

If we continue to combine the bottom-up approach in the municipalities with the top-down approach of the MaineDOT, we will see real change in not only how our public roads are designed and constructed, but even more importantly, how they are perceived. If Maine adopts a Complete Streets policy, we can envision safe bicycling for all in Maine in the foreseeable future.

If you would like more information on how to adopt and implement a Complete Streets policy in your community, please let us know. Email info@bikemaine.org for information and to set up a presentation in your community.

CREDITS: The National Complete Streets Coalition is an invaluable resource, full of information on all aspects of adopting and implementing a Complete Streets policy. Much of the information in this article comes from their website: smartgrowthamerica.org/complete-streets.

Other information for this article came from the following sites:

http://www.smartgrowthamerica.org/complete-streets/changing-policy/policy-elements
http://www.smartgrowthamerica.org/complete-streets/changing-policy/policy-elements

COMMUNITY SPOKES SNAPSHOT (cont.)

The Coalition is also working to install restrooms and benches along the route to create more of an inviting destination. This is the ultimate goal in Charlie’s eyes. “Washington County has the opportunity to become an eco-adventure destination,” he says. Bicycling advocates in Downeast Maine see tourists flooding to nearby Mount Desert Island to ride on the Carriage Paths at Acadia, or to enjoy road cycling. Charlie’s hope is for Washington County to offer those same things. “Riding on the Downeast Sunrise Trail is wonderful, but our infrastructure is limited. We hope to change that.”

Through his work with EdGE, a program of the Maine Seacoast Mission, Charlie works with ten after-school sites throughout the area, reaching 800 students. The EdGE program works to provide outdoor fitness and “lifetime sports” to students from Kindergarten to 10th grade. A big part of the program is getting kids on bikes and onto the Downeast Sunrise Trail. EdGE maintains three fleets of bicycles for the students to use. All the programs are free, so any kid may join who has an interest. In the past ten years, the organization has increased five-fold.

Thanks to dedicated people like Charlie, more kids than ever in Washington County are riding bikes and enjoying the Sunrise Trail.

YELLOW JERSEY CLUB MEMBERS

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

Penny Armstrong Scarborough
Jonathon Ayers Portland
David + Chris Benneman Scarborough
Sue Ellen Bordwell + William Richards Yarmouth
Anne Carney + David Wenneberg Cape Elizabeth
Philip Coffin + Susan Peck Portland
Janika Eckert + Rob Johnston Albion
Dan Emery North Yarmouth
Leon + Lisa Gorman Yarmouth
Ellen Grant + Kevin Carley Portland
Nancy Grant + Mike Boyson Portland
Susan + Peter Hall Falmouth
Barbara + Peter Guffin Freeport
Ralph Hamill + Susan Akers South Thomaston
Karen Herold + Mark Isaacson Cumberland
Henry + Alicia Heyburn Brunswick
Nancy Innes Gorham
Mark + Ginger Ishkanian Readfield
Herbert Janick Cape Elizabeth
Stephen + Carolyn Jenks Portland
Harold + Brigitte Kingsbury Cape Elizabeth
Dan Kovarik Portland
Laura + David Lipman Vassalboro
Richard + Jane March Poland
John + Anne Marshall Addison, Camden
Jeffrey Miller Washington, DC
Tom Murray Portland
Fritz Onion Wells

Cynthia + John Orcutt Carrabassett Valley
Joseph Paduda Madison, CT
Dean + Penny Read Bar Harbor
Scott + Ponee Roberts Gorham
Larry + Robin Rubinstein Scarborough
Peter + Kerry Rubinstein New York, NY
Jeff Saffer Cape Elizabeth
Jane Self + Ken Pote Camden
Cynthia Sortwell South Portland
Scott Spaulding + Pamela Fischer New Gloucester
Geoffrey Tolzmann Portland
Kim + Jeffrey True Freeport
Austin Watts Bowdoin
Mark + Kitty Wheeler Woolwich
Garth + Nancy Wilbanks Winterport
ReVision Energy has been an invaluable partner as the Coalition starts the process of developing an environmental sustainability plan and implementing eco-friendly changes at events. As many members ride their bikes because of the environmental benefits, the Coalition is greatly appreciative of the support of businesses that help members “green” their lives in other ways. ReVision Energy is a full service renewable energy contracting company that provides a full range of engineering, design, installation and equipment service for homes, businesses, municipal buildings and non-profits. ReVision prides itself on maintaining the highest standards of technical accomplishment and customer satisfaction and they are proud of the fact that fossil fuel consumption and CO2 emissions in the region are shrinking as a result of their installations. Recently, we had the opportunity to ask Co-Founder Phil Coupe a few questions:

Why is it important for ReVision Energy to support the Coalition?

We believe it is critical for ReVision Energy to support the shared organizational goals of the Bicycle Coalition of Maine in terms of fighting to keep Maine’s environment pristine, building bicycling infrastructure to support clean transportation and promoting healthy exercise through road cycling and mountain biking. Plus we think biking is good plain fun!

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

Maine has the highest per capita CO2 emissions in New England due to our over-reliance on fossil fuels; 50% of Maine’s emissions come from transportation (cars, trucks, etc.). Bicycles provide zero greenhouse gas emission transportation and help people maintain a healthy lifestyle through exercise.

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

ReVision Energy’s mission is to reduce fossil fuel consumption and greenhouse gas emissions in northern New England. As part of our effort to fulfill this mission, we are seeking every possible avenue to eliminate fossil fuels from our business operations. This includes being a bicycle-friendly business that has installed bike racks at our facility, installed a shower and actively encourages employees to bike to work.

What was your most recent ride?

Snow ride during the holiday blizzard. Made it 9 miles in 90 minutes before the 5 degree F temperatures turned my toes to stone (the rest of my body was toasty warm!).

VBT Bicycling and Walking Vacations

VBT Bicycling and Walking Vacations is a long-time Yellow Jersey Club member and frequent donor the Coalition’s annual Super Raffle. For the past four years, they have generously donated a bike trip around the world as the grand prize for the raffle. For more details on the raffle, see the section on page 19 of this newsletter. VBT offers deluxe, small group bicycling, walking and cross-country ski tours worldwide, including destinations in Europe, Costa Rica, New Zealand, Vietnam, Thailand, Peru, Argentina, and the United States. Each trip includes all accommodations, many meals, two expert local Trip Leaders, unique sightseeing and cultural activities, and on-tour vehicle support for biking and walking vacations. We caught up with Greg Marston, President of VBT, and asked him a few questions.

What is the last VBT trip you have taken, and one memorable thing about it?

I was in the Netherlands in October 2013 on our bike and barge trip with a group of our loyal and long-time guests. The most memorable highlight for me (and is always my experience when cycling in the Netherlands and Belgium) was the tranquility of the cycling along the manicured bike paths through the fields, along the dikes, and through the neighborhoods of the historical villages. It was so quiet, peaceful and therapeutic.

By the nature of your business, VBT supports cycling world-wide, but why does VBT specifically support the Coalition’s advocacy and safety mission?

Our family moved from Cumberland to Vermont in 2000 when I joined VBT. All of our kids were born in Maine, my paternal heritage is in Maine and the state is very important to our family. Although we do support the nationwide advocacy effort for bicycling and walking, the Bicycle Coalition of Maine has done a terrific job of raising awareness of safety issues and cycling etiquette, and are actually doing something about it in both Augusta and through their coalition of constituents.

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

How about three pieces of advice...More communication than less, including hand signals and talking. Exercise excellent bike diplomacy. If we’re polite to automotive vehicle traffic, then they will be polite to us. Always engage in proper bike maintenance.

VBT Bicycling and Walking Vacations

VBT Bicycling and Walking Vacations 614 Monkton Rd. | Bristol, Vermont 05443 1.800.245.3868 vbt.com
BICYCLES AT INTERSECTIONS - PART 1

Before John started cycling regularly, he was driving his car in Portland and encountered his first bike lane. It was between the curb and a combined through/right turn lane, striped all the way to the corner. He remembers wondering how that was supposed to work, if the bicyclist was going straight, and the car turning right. Was the cyclist supposed to stay in the bike lane? Who was supposed to wait for whom? It seemed odd.

Fast forward 10 years, and the situation is not much clearer to most people. The “right hook”, where a bicyclist is hit by a right-turning car, is a common type of car/bike crash, and cyclists and motorists alike still have questions about bikes at intersections. We will spend the next two articles taking a closer look at this situation.

General Intersection Handling

Standard lane layout at intersections follows a principle called “Destination Positioning”. If you are turning right, you do so from the right side of the road; if left, from the left side (of your half, on a two-way road); if going straight, somewhere in the middle. State law formalizes this: “The operator shall make both the approach and a right turn as close as practicable to the right-hand curb or edge of the way” and (on two-way roads) “an approach for a left turn must be made in that portion of the right half of the way nearest the center line” (Title 29-A, Sec. 2060).

That seems obvious, and it works pretty well. That’s why engineers would never stripe general travel lanes like this context described. Now imagine that the rightmost lane is narrower, put a bike icon in it, and maybe dash the line. That’s exactly what some bike lanes do at intersections.

Because such a lane configuration naturally leads to conflicts, best practice when stopping for a red light, according to national bicycle education, is to merge into line with other vehicles at the red, even if there is a bike lane. This is easy when everyone is slowing down. As you approach, if you need to move left, look behind for overtakers, signal left, look again, and move into a gap. Sometimes a motorist will even let you in when you signal. Communication helps!

If the light is green already, it may not be feasible to move fully into the travel lane, but it is still recommended to move away from the curb, and avoid any right turn only lane. If it’s a tight situation, you may need to motion overtakers to stay back until you are through the intersection, or you might be able to slow down to allow someone to pass before the tight spot. Getting off the bike to wait for a gap is always an option.

What About Traffic Jams?

We have written in the past about the dangers of “filtering” forward to the right of slow and stopped traffic. Maine law actually allows this, but “at the bicyclist’s own risk”, which can and has been used in court to deny cyclists’ claims of damage. Yes, it can be hard to resist keeping forward momentum in a traffic jam, and we have to admit that we sometimes do it too, but only slowly and carefully, fully aware of the risks! Watch especially for gaps at intersections or driveways, which can indicate a driver about to let another driver through. If you’ll probably make it through on the next green light even if you stop in line, that is the best policy. And if a congested line of traffic is moving at roughly bicycle speed, you won’t lose any time by hopping in line, and you’ll gain a lot of visibility to those around you!

Right-Turning Trucks

Long vehicles, including school buses and box trucks, represent a special situation, due to their large blind spots in many directions. Check out the diagram above from CyclingSavvy co-founder Keri Caffrey. The trailer or middle of the vehicle tracks close to the curb, where it can (and has) run over a bicyclist who may be in the blind spot. To make matters worse, the trucker often needs to start the turn farther from the edge to avoid running over the curb, leaving an inviting looking space on its right for bicyclists. DON’T DO IT! Even if the truck does not have its turn signal on, you never know. Whenever you find yourself behind a slow or stopped truck, just stay back and let it go! Moving into the left portion of the lane is even better than staying at the side, as that position will make you visible sooner to traffic beyond the intersection. If you stay at the edge, even behind the truck, you are completely hidden to other intersection traffic until the truck completes its turn.

In the next edition, we will look more closely at liability issues related to intersections, plus a surprising thing you probably don’t know about what motorists are supposed to do when turning near a bike lane!
Have you ever noticed that when you are driving in a car or bus that there are plenty of road signs for motor vehicles including what route you are on, and the direction to your destinations including mileage? When we drive, we have been accustomed to signs helping us find our way and how far before we arrive. As a bicyclist or pedestrian, signage is lacking to help lead us or become aware of nearby destinations.

Signage and way finding information geared towards pedestrians and bicyclists can go a long way in making a village area, neighborhood, town, or city more attractive for people to visit and explore. Think of how welcome you feel in a community that has made an effort to inform you of all the great things to visit while you are there. Increased pedestrian and bicycle activity in any community can lead to improved revenue for local businesses and create an atmosphere that attracts people to want to live and move a business to a particular community.

MaineDOT, in partnership with Portland Area Comprehensive Transportation System (PACTS, a regional transportation planning agency in the greater Portland area), the East Coast Greenway Alliance, the Bicycle Coalition of Maine, and others are working to implement a system that will make it easier for communities to begin to implement signage for bicyclists and pedestrians. The project in the PACTS region (in partnership with Wright Pierce consultants) has focused on identifying bicycling destinations, creating maps, developing a signage plan indicating which particular sign is needed at each decision point, and assisting MaineDOT and the Bicycle and Pedestrian Council determine a consistent sign option template that can be used anywhere in Maine.

MaineDOT recently received national approval for the United States Bike Route 1 (USBR 1) from Kittery to Calais. At the same time this Route is signed, the standardized way finding signage for bicyclists will likely be put into place on routes identified through the PACTS way finding initiative in the Greater Portland Area. Also in 2014, MaineDOT intends to finalize the steps necessary for communities to get approval for bicycle and pedestrian way finding signage that can be used elsewhere on the transportation system where warranted. This process will likely include developing a map including the destinations, an analysis that documents appropriate routes, and a suggested signage plan including number, type, and locations of each sign.

Improving signage for people to safely get around while walking or biking is an important component for any community to undertake. In some communities, Museum-in-the-Streets signage outlining walking tours with historical information, pedestrian directional signs, maps of downtowns and village areas including local points of interest, and other way finding signage has occurred. Some communities have also created walking or bicycling maps of scenic or enjoyable pedestrian or bicycling routes in a particular region, and have published or put the finished product on websites.

On a related note, you may already be aware that MaineDOT, in partnership with the Maine Office of Tourism and the Bicycle Coalition of Maine, has published a bike book which includes many safety tips, scenic loops throughout the state, and a listing of many off-road bicycle trails in the state for your enjoyment and transportation. This “best in the nation” book can be ordered online on the Office of Tourism Website at visitmaine.com/guidebook, or maps can be downloaded at exploremaine.org/bike.

If you have any questions on how your community can begin planning and implementing improved signage or other improvements, please don’t hesitate to call me at 624-3252.
MEMBER BUSINESSES

Alta Planning + Design
Portland, OR & Boston, MA 617-227-2563

Atayne
Brunswick 888-456-0470

Body Symmetry
Brunswick 729-1122

Bread and Roses Bakery*
Ogunquit 646-4227

Downeast Bicycle Specialists*
Fryeburg 935-4242

Green Clean Maine*
Portland 221-6600

Little Dog Coffee Shop
Brunswick 721-9500

Nite Ize*
Boulder, CO 800-678-6483

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

MEMBER BIKE CLUBS

Belfast Bicycle Club
Belfast | belfastbicycleclub.org

Casco Bay Bicycle Club
Portland | cascobaybicycleclub.org

Community Cycling Club of Portland
Portland | BikeCCCP.org

Maine Coast Bicycle Club
Kennebunkport | mainecoastcycling.com

Maine Cycling Club
Auburn | mainecyclingclub.com

Merrymeeting Wheelers
Brunswick | merrymeetingwheelers.org

BAR HARBOR BICYCLE SHOP
Seasonal Hours:
Seven Days A Week - 9:00am-5:00pm
141 Cottage Street | Bar Harbor
207.774.2933

barharborbike.com

CYCLE MANIA
Seasonal Hours:
M-F 10:00am-5:30pm,
Sat. 10:00am-5:00pm,
Sun. Closed
59 Federal Street | Portland
207.774.2933

cyclemania1.com

These bicycle shops give at the Yellow Jersey Club level ($1,000 annually). Please stop by and thank them for their generosity!
COALITION VOLUNTEER THANK YOU
The Bicycle Coalition would like to thank the following in-office volunteers for their help during this past fall and winter.

- Dan Bender
- Susan Donnay
- Julie Grant
- Bridgette Kelly
- Emily Maynard
- Anne Mitchell
- Michie O’Day

NEW COALITION HOUSEHOLD MEMBERS
We welcome these new household members joining from September through December.

- Edward Ashley - Yarmouth
- Bob Bernoth - Chester, NH
- Peter Brown - Kennebunk
- Barbara Browne - Vassalboro
- Nancy Chandler-Conrey - Waterboro
- David Chu - Portland
- Sarah Compton - Portland
- Farahad Dastoor + Jean Macrae - Orono
- Michael Davis - Wells
- Robin DeGeorge - Medford, NY
- David DuBay - Portland
- Andrew Favreau - Yarmouth
- Mike Freethy - Saco
- Ryan George - Bethesda, MD
- Andrea Hafner - Sandord
- Randy Harrison + Charlotte Pryor - Scarborough
- Rich Henry - Cape Elizabeth
- Kate + Will Leschey - Cape Elizabeth
- Emily Maynard - Portland
- Norman + Lanita Medina - Camden
- Thomas Miranda - Islip, NY
- Douglas Oakman - Kennebunk
- Edward Rudnicki + Jean Mellett - Bangor
- Lynn Schulman + Harvey Kugman - Falmouth
- Priscilla Shook - Antrim, NH
- Kurt Steiner - Portland
- Victor Sylva - Portland
- Jeff Tarling - South Portland
- Peter Toohey - Norway
- Karen Topp - Brunswick
- Robert Villforth - Peaks Island
- Maryann Welsch - Portland

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GRAND PRIZE
Bicycling trip of a lifetime in Italy (Tuscany or Sicily)
VBT Bicycling and Walking Tours

RUNNER UP PRIZE
Free Registration to the 2014 BikeMaine Ride

3rd PRIZE
Trek Road Bike from Cyclemania

4th PRIZE
Thule roof or rear bike rack from Rainbow Bicycle

5th PRIZE
Bicycle Coalition of Maine Team Kit & Swag Bag

bikemaine.org/raffle

Only 350 Tickets Available!

2014 SUPER RAFFLE
bicycle coalition of maine

$25

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bikemaine.org/raffle

Name ________________________________
Address ________________________________
City __________________ State ______ Zip ________
Phone __________________ Email __________________

☐ Cash □ Check □ AmEx/Visa/MasterCard

Card No ___________________ Exp ______

Signature ________________________________

Please mail completed form to the Bicycle Coalition of Maine:
PO Box 15272, Portland, ME 04112

Please note: your donation in this raffle is not tax deductible
The Coalition is gearing up for another great season of events. More details will be posted when available on our website: bikemaine.org

**ORONO SWAP**
Sunday, April 13, 2014
10am - 1pm
UMaine / New Balance Student Recreation and Fitness Center

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 process.

**PORTLAND SWAP**
Sunday, April 27, 2013
10am - 1pm
USM / Sullivan Recreation and Fitness Complex

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. 2014 will also feature the return of the ride ambassador program.

**THE WOMEN’S RIDE**
Sunday, June 1, 2014
L.L. Bean’s Casco Conference Center, Freeport, ME
10, 25, 50 or 75 mile rides

**THE LOBSTER RIDE**
Sunday, July 20, 2014
Oceanside High School
Rockland, ME
16, 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.

Please note: due to popular demand, the Lobster ride will be held on a Sunday once again this year.

**BIKEMAINE**
September 6 - 13, 2014
50-55 miles daily
350 miles total

All-new route with six new host communities will be announced Feb. 4

In the event’s second year, 350 riders will pedal 50-55 miles daily across Maine’s varied landscapes on a fully supported ride, camping along the way. Riders will enjoy meals featuring seasonal local foods and local entertainment and, through their presence in each community, will help support local Maine economies.