



Maine

RANKING # 15

REGIONAL RANKING » EAST #6

GOVERNOR: Paul LePage

DOT COMMISSIONER: David Bernhardt

BICYCLE/PEDESTRIAN COORDINATOR: Patrick Adams

STATE ADVOCACY GROUP: Bicycle Coalition of Maine

CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

4 LEGISLATION AND ENFORCEMENT

4 POLICIES AND PROGRAMS

2 INFRASTRUCTURE AND FUNDING

3 EDUCATION AND ENCOURAGEMENT

2 EVALUATION AND PLANNING

TOP 10 SIGNS OF SUCCESS

= NEW IN 2015

1% OR MORE OF PEOPLE COMMUTING BY BIKE



SAFE PASSING LAW (3 FEET OR GREATER)



COMPLETE STREETS POLICY

DEDICATED STATE FUNDING



ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)



SHARE THE ROAD CAMPAIGN

VULNERABLE ROAD USER LAW



BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

OVERALL POINTS

46 of 100

2014: 50 of 100

FEEDBACK

- Adopt a statewide, all-ages cell phone ban to combat distracted driving and increase safety for everyone.
- Congratulations on adopting a Complete Streets Policy for MaineDOT. Consider a statewide Complete Streets Law with strong implementation and performance measures that will apply in most jurisdictions within the state.
- Explore and construct new types of bike infrastructure, e.g., protected bike lanes, bike specific traffic signals, bike boxes, in Maine. This may include a formal adoption, endorsement, or policy statements regarding the NACTO Urban Streets Design and Bikeway Design Guides.
- Adopt a mode share goal for biking to encourage the integration of bicycle transportation needs into all transportation and land use policy and project decisions.
- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Complete Streets Policy compliance.
- Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian. Model language is available here: <http://bikeleague.org/content/model-legislation>.
- Adopt performance measures to decrease bicycle fatalities.
- Develop a Police Officer Standards and Training (POST) curriculum for bicycling enforcement both for new officers and continuing education – focus on laws related to bicyclists, interactions between motorists and bicyclists, and bicycle collision investigation.
- Adopt a policy requiring state office buildings, state park and recreation facilities, and other state facilities to provide bicycle parking.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.