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 snapshot 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.

**Maine**

**OVERALL POINTS**

46 of 100

2014: 50 of 100

**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**

<table>
<thead>
<tr>
<th>Category</th>
<th>Score</th>
<th>Scoring: 5 = High 1 = Low</th>
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</thead>
<tbody>
<tr>
<td>Legislation and Enforcement</td>
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<tr>
<td>Policies and Programs</td>
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<td>Education and Encouragement</td>
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<tr>
<td>Evaluation and Planning</td>
<td>2</td>
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</tbody>
</table>

**TOP 10 SIGNS OF SUCCESS**

- 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

- **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](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.