



BICYCLE FRIENDLY STATE REPORT CARD

MAINE

RANKED

20

OF 50

STATE ADVOCACY GROUP:
BICYCLE COALITION OF MAINE

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Maine, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Maine.

Congratulations to the Maine legislature and Bicycle Coalition of Maine for passing legislation that creates 3 classes of e-bikes under Maine law so that land managers and localities can craft policies that are suited to the different classes of e-bikes.

Maine should take steps to encourage and increase bicycle safety education for all ages and abilities. Recently, places like Illinois and the District of Columbia have made commitments to provide bicycle education for all students in at least one grade of school. LD 470 - An Act To Provide Traffic Safety Education in Schools - has passed both chambers and should be enacted in 2020.

Congratulations on adopting a law requiring the use of a hands-free device by a person driving who is using an electronic device. This type of law helps prevent distracted driving and makes enforcement of distracted driving laws easier. Make sure the public is aware of this law through a coordinated education and enforcement campaign.

Adopt a goal to increase the prevalence of people biking. More people biking can improve rates of physical activity, reduce emissions, and reduce cost of transportation projects compared to motor vehicle projects.

Maine should adopt a statewide bicycle plan. According to our records, Maine is one of less than 12 states that have never adopted a statewide bicycle plan. Maine currently has bicycle projects throughout the state, but a statewide plan would facilitate coordination with local agencies and the consistent development of high quality bicycle infrastructure.

Continue to work with units of government statewide to promote the flexible use of NACTO and AASHTO standards as well as the state's own design standards. Or, alternatively incorporate NACTO and AASHTO standards into state design standards and guidance.

Allow photo enforcement of speed limits or red lights. Maine currently prohibits the use of photo enforcement for those traffic laws. Consider a pilot program in school zones.

Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.

Maine can improve its Complete Streets implementation by rewriting traffic movement permit rules to ensure that whenever a construction project can be anticipated to generate 100 or more passenger car equivalent trips, the project will also assess the impact of the project on persons walking or biking. The legislature should adopt these rules when given the opportunity in 2020.

Maine has set a safety target [https://safety.fhwa.dot.gov/hcip/spm/state_safety_targets/] that anticipates an increase in the number of non-motorized fatalities and serious injuries. While this target may reflect current trends, it is also a statement of goals and Maine should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

	Infrastructure & Funding	D
	Education & Encouragement	C
	Legislation & Enforcement	C
	Policies & Programs	C
	Evaluation & Planning	B

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	In Progress
2% or more federal funds on bike/ped	
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	0.4% of commuters biking to work	26/50
Safety	10.3 fatalities per 10K bike commuters ⁱⁱ	19/50
Spending	\$1.06 per capita FHWA spending on biking and walking ⁱⁱⁱ	47/50


ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.


Category Breakdown:


MAINE

 Infrastructure & Funding Ranked 39 of 50 States D	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	C-
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	D
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	F
PLANNED AND RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	D

 Policies & Programs Ranked 18 of 50 States C	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	B-
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	C-
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	B
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	B-

 Education & Encouragement Ranked 33 of 50 States C	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	B
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	D

 Evaluation & Planning Ranked 21 of 50 States B	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	C
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	B-
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	B
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	A

 Legislation & Enforcement Ranked 23 of 50 States C	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	C
LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK How does the state unnecessarily restrict the behavior of people who bike and walk?	B-
LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK Does the state have laws that provide specific protections for people who bike and walk?	A

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

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