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 Nicole Wynands at (202)-822-1333 or nicole@bikeleague.org.

**REGIONAL RANKING ▶ EAST #5**

**GOVERNOR:** Paul LePage  
**DOT COMMISSIONER:** David Bernhardt  
**BICYCLE/PEDESTRIAN COORDINATOR:** Dan Stewart  
**STATE ADVOCACY GROUP:** Bicycle Coalition of Maine

**CATEGORY SCORES**  

<table>
<thead>
<tr>
<th>Category</th>
<th>Score</th>
<th>Scoring: 5 = High</th>
<th>1 = Low</th>
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<td>Legislation and Enforcement</td>
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<td>Policies and Programs</td>
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<td>Evaluation and Planning</td>
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**TOP 10 SIGNS OF SUCCESS**

1. **Peoplecommutingbybike (more than 1%)**
2. **Safe passing/vulnerable road user law**
3. **Complete streets policy**
4. **Dedicated state funding**
5. **Active state advocacy group**
6. **State bicycle plan (adopted 2003 or later)**
7. **Share the road campaign**
8. **Bicycle education for police**
9. **Bicycle safety emphasis in strategic highway safety plan**
10. **Top 10 state for congestion mitigation and air quality spending**

**TOP TIP**

Utilize all MAP-21 funding programs - including TAP, HSIP, CMAQ, STP, and Section 402 - to include biking and walking in all transportation projects.

**FEEDBACK**

- Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.
- Adopt a statewide, all-ages cell phone ban to combat distracted driving and increase safety for everyone.
- 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 policy requiring state office buildings, state park and recreation facilities, and other state facilities to provide bicycle parking.
- Adopt a state bicycle design manual that includes design drawings, guidance on when to use established and innovative design treatments, and public engagement.
- Dedicate more state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Adopt a statewide bicycle plan that addresses each of the five “Es”, has clear implementation actions, and performance measures to gauge success.
- 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.
- Continue to work closely with bicycle advocates on a comprehensive Complete Streets Policy for state and federally funded road projects.
- Adopt a policy requiring state office buildings, state park and recreation facilities, and other state facilities to provide bicycle parking.