

*Attending:*

Bob Ross, Ken Barrows, Israel Forst, Skip Ralph, John Siemens, Kate Mostkoff, Arden Rodgers, John Semel, Jeff Levine, Ellen Jaffe, Eden Weiss, Manuel Ordonez, Ellen Goldstein

Meeting started at 6:30 PM and concluded approximately at 8:45PM

	<b>Topic</b>	<b>Summary of Discussion</b>	<b>Next Steps</b>
1	<i>ENY</i>	<p>Claire Mordas has agreed to be the ENY Director to facilitate the signing of contracts</p> <p>Potential feedback mechanisms from ENY to the board were discussed:</p> <ul style="list-style-type: none"> <li>• If we have early notification regarding web related issues or marketing issues (for example) we can help more</li> <li>• We are curious as to their progress</li> </ul> <p>Relative advantages/disadvantages of alternatives were discussed:</p> <ul style="list-style-type: none"> <li>• Having regular representation from ENY committee at board meetings (it has been agreed that this will not happen this year)</li> <li>• Circulate minutes from ENY meetings to NYCC board (don't want to add to overhead burden)</li> </ul> <p>It was agreed that essential feedback mechanisms are in place:</p> <ul style="list-style-type: none"> <li>• Jeff gets what he needs from working with the ENY marketing committee</li> <li>• Bob communicates regularly with Claire and other key ENY individuals and can pass on overview of activities to NYCC board</li> </ul>	
2	<i>GWB</i>	<p>We agreed to issue a statement that, Neile Weissman can refer to in discussion with the various organizations involved with the GWB development projects</p> <ul style="list-style-type: none"> <li>• Ellen Jaffe will draft the letter, that says something like ...the NYCC, with over 2,000 members is in favor of efforts to advance the interests of cyclists with respect to GWB development projects</li> </ul> <p>We discussed concerns related to advocacy activities:</p> <ul style="list-style-type: none"> <li>• We are a recreational cycling club, and advocacy related to city/state issues can be tricky</li> <li>• However, multi-year closure of the GWB will directly and seriously impact our membership. "If there was ever an advocacy issue, this is it"</li> </ul>	Ellen to draft letter

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2	<i>GWB (continued)</i>	<p>We recognize that our ability to influence GWB decisions may be limited:</p> <ul style="list-style-type: none"> <li>• GWB related revenue is generated from cars</li> <li>• Funding for development is limited</li> </ul> <p>There are certain essential requirements, such as keeping the north path open during the time that the south path is closed</p> <p>Beyond that, there are enhancements that would provide a significant benefit to many and should be considered, for example:</p> <ul style="list-style-type: none"> <li>• Can the path be made wider?</li> <li>• Can we do better than the hairpin turn?</li> </ul> <p>We discussed that the downside of asking for consideration seems minimal, and that if we don't ask, then it is surely unlikely that our interests will be taken into account. It was noted that others have pursued causes that seemed impossible, and achieved success</p>	
3	<i>West point</i>	40/50 people have signed up but we are not near capacity	Manuel to send mass e-mail
4	<i>Berkshires Weekend</i>	<p>The experience, for many, was colored by the poor weather. Lots of people may have cancelled because of the rain. With respect to the dinner, as usual, the cocktail hour preceding the dinner was high energy, but there was negative feedback about the dinner:</p> <ul style="list-style-type: none"> <li>• Presentation deadened the night and the raffle took too much time</li> <li>• The food was no better than ok</li> </ul> <p>Hank expressed frustration, since he needs to set up train arrangements weeks in advance, and he wasn't notified of how many people were expected until the last minute</p> <ul style="list-style-type: none"> <li>• To some extent this will always be the case</li> <li>• Next year, could we turn it around, and do a sign-up like a typical club ride, and says there are a certain number of open slots, and then a wait list?</li> </ul> <p>It was noted that this weekend can be lacking as a welcoming experience for new members</p> <ul style="list-style-type: none"> <li>• The West Point weekend is focused on organized group activities, and it is much easier to meet people</li> <li>• In the Berkshires, you can end up on your own</li> <li>• Maybe nothing can be done about this ...</li> </ul>	

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5	<i>Out of bounds</i>	<p>Everyone agrees that it is a good thing to let our members know about interesting out of bounds rides:</p> <ul style="list-style-type: none"> <li>• It should be clear we are providing information only, we are not in any way responsible for the quality of the experience</li> <li>• Rides can be listed, but they should be clearly distinct from NYCC rides <ul style="list-style-type: none"> <li>○ We should pay attention to language (a recent ride description used language like “join us” ... which might have been confusing to NYCC members)</li> </ul> </li> <li>• We should not be promoting (even passively through website communication) rides that directly conflict with key NYCC events</li> </ul>	
6	<i>Gender specific rides</i>	<p>Opinions were expressed:</p> <ul style="list-style-type: none"> <li>• A number of board members felt that rides that excluded members based on gender were not ok</li> <li>• Other members pointed out that there are benefits to encouraging woman to pursue A riding in a woman only environment</li> </ul> <p>It was noted that the ASIG classic includes a women only ride.</p> <ul style="list-style-type: none"> <li>• This ride reinforces the value of mixed group (afterwards, both the men and the women are glad to reunite)</li> </ul>	
7	<i>Club Financials</i>	<p>Arden reported that, as of June 3, there is:</p> <ul style="list-style-type: none"> <li>• \$37K in checking</li> <li>• \$23.8K in the money market account</li> <li>• -\$7.1K in credit card liabilities</li> <li>• \$54K net bank totals</li> <li>• \$44K total ex-ENY</li> </ul>	