

Minutes of the
July 5, 2023
Meeting of the Board of Directors of
The New York Cycle Club, Inc.

Held in Person

ATTENDEES: Leora Rosenberg (President & Chair), Kara Anstett (Vice President of Programs), Robert Gilbert (Treasurer), Sheila O'Connor (Content Editor), Michael Diener (A-Rides Coordinator), Steve Vaccaro (B-Rides Coordinator), Jim Zisfein (C-Rides Coordinator), Neile Weissman (Public Relations Director), Allan Friedman (Escape New York Ride Director), Kym Blanchard (Marketing Director)

1. CALL TO ORDER - Wednesday, July 5, 2023 @ 6:45 PM
2. MEETING MINUTES - The meeting minutes from the June meeting were approved.
3. WEBSITE - The board reviewed and approved a proposal to fund Phase 2 of the website upgrade project. The full proposal is attached as an appendix to these minutes.
4. ESCAPE NEW YORK - Allan reported that 320 riders have signed up for Escape New York, and that the majority of the leadership team positions have been filled.
5. CYCLING THREAT HORIZON - Neile presented an overview of his research on potential threats to cycling. The materials are attached as an appendix to these minutes.
6. ADJOURNMENT - Wednesday, July 5, 2023 @ 7:54 PM.

APPENDIX I

New York Cycle Club

Website Funding Proposal - Phase 2 (Presented Jul 5, 2023)

Background

The current website was custom built on Drupal, a content management system (CMS). It is on Drupal 6.0 which stopped being supported with security updates in 2021.

In 2020, the board decided to contract with Markus Sandy to upgrade the site to Drupal 7.0 at a cost of \$14,400. At the time the decision was made, Drupal had already released version 9.0.

The site is a replication of our current site on Drupal 6.0 and is ready for testing. The work has not been completed and we have paid \$8,640 for that work to date.

The site version that is on Drupal 7.0 is not mobile responsive which was promised in the contract.

Current State

The website team has requested bids from front end developers to implement the design work that has been completed by David Kacinski. Our current developer does not have the capability to do that work and recommended we identify a front end developer for that.

Drupal 7.0 will cease being supported with security updates at the end of 2023.

Therefore, if we choose to launch our current site on Drupal 7.0, we will experience ongoing issues as we have experienced on the current site. In the last three months the site went offline for several hours, the message board went offline for a day and there have been recurring issues with automated emails failing to work.

Current Costs for Web Development

YEAR	AMOUNT	NOTES
2018	\$10,978	
2019	\$8,385	
2020	\$16,428	
2021	\$4,822	
2022	\$11,106	\$8,600 for D7 in 2020 included
TOTAL	\$51,719	

Ride System

The core of our web presence is our ride system. It was built on Drupal with significant customizations completed by several members at the time with expertise in programming. At the time it was released, it was cutting edge, allowing for the process of posting and signing up for

APPENDIX II – Threat Horizon

NYCC Board meeting, 7/5/23 - Notes from Agenda Item #5 - "Threat Horizon"

Based on the 3/26 presentation at LAB Summit on [How Your Club can Engage in Local Advocacy](#).

As a result of sustained advocacy, NYCC can leverage significant infrastructure to facilitate rides and events. Unfortunately, access is not guaranteed, rather it requires active engagement that if it is to be maintained. The following comprises a list "threats" (and a pair of "opportunities," rating their impact on a scale of 1-5 with "5" being existential and their likelihood to occur with "5" a certainty.

#1A - Prospect Park Drive [Impact: 2/ Likelihood 2]

Why it Matters: NYCC members use CP/PP for mid-week training and a weekend staging point for SIGs/STSs and group rides. In addition, NYCC's race team takes part in organized races staged on the Drive.

Relationships: Bob Gilbert has a place on the PP Community Committee. He and Neile serve on the PP Safety Committee.

Immediate Issues: Ongoing Park Drive redesign and safety study.

Update, 6/26/23: Due to oppositions running 50% against, physical barriers and extending pedestrian areas into crosswalks will not be included in redesign. PP will ask NYCC to support a version of the Central Park Protocol - hours to be determined.

#1B - Central Park Drive [Impact: 2/ Likelihood 2]

Why it Matters: Same as PP - training, meetups and participating in organized races

Relationships: During COVID, CP suspended community meetings. This Spring I reached out to Erica Sopha, VP for Use & Stewardship to extend training laps to 8AM.

Immediate Issues: Ongoing redesign and safety study of Park Drive

Update 6/29/23: Attended a presentation/feedback session on potential Drive treatments. Physical alterations—barriers, narrowing at crosswalks, rumble strips and speed bumps were getting a lot of negative feedback (which is why it's important for cyclists to show up for the things.) Also, Conservancy officials said they were taking into account racing organizations' need to stage events.

#2 - Bikes on Trains - Metro North, NJ Transit, LIRR [Impact: 3/ Likelihood 3]

Why it Matters: Twenty years ago, 90% of NYCC rides met in CP and rode over the GWB. Today, as a direct consequence of many campaigns to expand access, the Club uses trains to facilitate SIG/STSs, Weekends and member-led rides.

Representation: Hank Schiffman—Metro North Liaison, Mitch Rubinstein—NJ Transit, Neile Weissman LIRR and policy advocate for all three.

Immediate Issues: Post Covid—railroads are balancing rising costs, reduced ridership and rising costs of maintenance and capital projects. Add the need to accommodate hikers and unaffiliated cyclists— so securing capacity will always be a negotiation.

Update 6/20/23: Metro North will not be implementing the bike ban on reverse-peak AM trains out of Grand Central—though they may revisit it at some future date if reverse peak ridership continues to rebound. Guidance to cyclists on [MNR's website](#) was put back to what it was.

Update 6/29/23: We should anticipate reduced availability on Hudson Line with the opening of new hiking facility at Breakneck Ridge (Cold Spring). 600K visitors per year expected.

#3 – George Washington Bridge [Impact 4 / Likelihood 3]

Why it Matters: While not as central to NYCC as in the past, a significant portion of Club rides and ENY require GWB access.

Update 2/23: When the PA opened the NorthWalk, it issued guidance asking cyclists to walk their bikes. Should the PA convert the advisory into a requirement, it would not only impact rides trips over the GWB, but would strain capacity on alternate facilities, like Metro North and the Mario M. Cuomo.

Since such an announcement could come without prior notice, likely stemming from an event on the NorthWalk, SIG/STS and ENY should have alternate plans in place.

#4A - Legislation - Idaho Stop [Impact 4 / Likelihood 2]

[A3986/S2643](#) lets cyclists treat stop lights as stop signs and stop signs as yield.

Why it matters: It's how we ride. If current laws are ever enforced, bike clubs wouldn't be able to conduct group rides and events.

Update: On 6/8/23, the Assembly passed A3986. S2643 faces opposition in the Senate.

#4B - Legislation - 3 Foot Safe Passing [Impact 2 / Likelihood 4]

Legislation to instruct drivers outside NYC to afford cyclists a 3 foot buffer when passing.

Update: In 2023, S1724, passed the Senate. Look for legislation from the Assembly for 2024

Why it matters: New York would become the 40th state to enact safe passing legislation. Passage would elevate cyclists' status as road users, send motorists a clear message about how to safely pass a person on a bicycle and help foster a culture of safer driving across New York.

#5 - Climate Change - [Impact 2-5 / Likelihood 2-5 depending on timeframe]

As manifested by periods of extreme heat, precipitation, winds and unpredictability. Also bad air quality days, extended tic season (dirt rides).

Why it matters: Compared with other forms of transportation and recreation, cycling is uniquely weather-dependent. As the effects of climate change become increasingly manifest, it will impact the Club's wherewithal to schedule rides and events.

Update, 6/23 - Rapidly changing weather patterns plus air quality alerts like last weeks threatens the Summer rides and Weekend

Mitigations: Increasing ride leader's discretions to modify listed rides in response to conditions. List rides at times of day when weather is coolest. Negotiate flexibility from facilities renters for

weekends and Club rides. Leverage connections within cycling community to advocate for a more bikeable city.

Opportunities

#6 - Diversity & Inclusion, Roll it Forward! [Impact 3/ Likelihood 3]

Efforts to support diversity in NYC's cycling community, and NYCC's membership. Create alliances and dialogue for to support diversify

#7 - Grayways [Impact 3 / Likelihood 3]

City Council legislation calling on Departments of Transportation and Parks & Recreation to designate 500 Miles of recreational bikeways connecting city parks.

Why it matters: NYC has 900K adult cyclists. Increasing opportunities to bike recreationally will grow the constituency for future NYCC members.