



## **Minutes of the September 6th, 2016 DBC Board of Directors Meeting**

### **PRESENT:**

**President: Phil Coleman**

**Vice President: Barbara Anderson**

**Secretary: Jack Berger**

**Race Team Director: Fred Schnaars**

**Philanthropy Director: Jackie Phillips**

**Tour and Ride Director: Dave Joshel**

**Director-at-Large, Double Century: Robin Neuman**

**Director-at-Large, Foxy's Fall Century: Richard Waters**

### **Members Absent:**

**Treasurer: Wil Uecker**

**Membership Director: Jason Fearing**

**Director-at-Large, Ultra Cycling Events: Dan Shadoan**

**Newsletter/Outreach director: Martha Gegan**

### **Also Present:**

**Glenn Mounkes, past president**

**Barry Bolden**

**Susan Gishi**

**Martin Michael**

**Marnelle Gleason, treasurer pro tempore**

**Dick Mansfield, quartermaster**

**Meeting Convened at Tandem Properties at 7: 06 PM**

### **Reports of Officers, Directors, and Appointees:**

#### **Director-at-Large, Double Century: Robin Neuman**

- Robin reports that we have a design for the 2017 Davis Double Century logo.
- Work on the Lifetime Achievement Awards is underway and will be presented at the October, 2016 board meeting.

#### **Tour and Ride Director: Dave Joshel**

- Touring is almost over. The Oregon tour was a success.

- We have spent only \$1,100.00 on touring so far this year.
- Dave, as Bike Campaign volunteer, asks that a link to the Bike Campaign website be made available on the home page of the DBC website.
- Rick Waters mentioned that a link to the Foxy's Fall Century is present on the Bike Campaign home page.
- The board unanimously resolved to support Dave's request and to direct the webmaster to insert the appropriate link on the DBC home page.

### **Director-at-Large, Foxy's Fall Century: Richard Waters**

- Portable bike racks:
  - Rick questioned if there is a need to acquire more of these racks.
  - Jack reviewed the acquisition and use of the present portable bike racks, both in the Foxy's Fall Century and in the Double Century.
  - Robin felt that the Double Century could certainly make use of more racks.
  - The issues of rack storage and rental v. buying were discussed.
  - Fred mentioned that Kevin McSpadden would likely be willing to construct these if the club bought the materials. Rick will contact him about this possibility.
- Tables:
  - The tables acquired long ago by the DBC, and stored by Sterlitzia florists, have disintegrated to a such an extent that they were disposed of.
  - Last year we were able to use some larger tables, acquired and stored by the Rotary Club.
  - While we are fine for this year's Foxy's, do we need to buy more tables?
  - Robin mentions that we need 25 tables for use by the Double Century. She points out that the Rotary Club's tables are available to many different local organizations and there is a potential for the tables to be unavailable at a critical time.
  - It is unclear if DBC will need to buy more tables at this time. Rick will look into this further and report back next month.
- Foxy's Fall Century registration:
  - Registrations are up over last year at this time, but we started the registration process two months earlier. We are now registering about 11/day, and last year we registered 20/day, over a shorter time span.
  - Rick asked that that Board members assist in recruiting Foxy's Fall Century riders.
- Volunteers:
  - Volunteer sign-ups are now open for the Foxy's Fall Century.
  - The web page has been available for the last week to all the Foxy's captains so that they can enter their usual volunteers.
  - Rick discussed the DBC culture of volunteering, worker's rides, etc.
  - A notice will be placed on the list serve announcing volunteer sign-ups.
- Rick was contacted by a reporter for the UCD campus newspaper (The California Aggie), who interviewed him about current DBC offerings to the community.

- Sudwerk sponsorship:
  - Sudwerk has offered a free beer to all Fall Century volunteers and riders. They would like to be considered a club sponsor. Rick will place their logo on the Fall Century maps.
  - Robin reported that organizations supporting the Double Century get their logos on the Double Century materials, and are Double Century sponsors, not club sponsors.
  - Rick questions if Sudwerk's offer of free beers is sufficient to become a club sponsor, with mention on the DBC website.
  - Fred reported that the Race Team has both season sponsors, and sponsors for individual events.
  - Robin would like to see a more formal system for defining sponsorships set up.
  - Phil reports that at the current moment, we have no paying sponsors mentioned on our website, but we do provide links to our supporting bike shops.
  - Barb suggested that the current offer from Sudwerk be considered an event sponsorship.
  - Rick reports that he is planning to print up a small cards that will notify riders of the offer from Sudwerk.
  - Rick also mentioned that future planning for the Foxy's Fall Century may include a Gran Fondo format, for which beer is a common and perhaps expected embellishment. He hopes that a cooperative venture with Sudwerk might allow DBC to avoid the complications of acquiring an event liquor license.

### **Dick Mansfield, quartermaster**

- Dick was asked by Phil to review the status of the helmet program. Dick has provided a written outline of his work on this topic, and it is included below as **Appendix #1**. This report is offered as information for the board to consider.
- Barry Bolden has been instrumental in promulgating the helmet program, and he contributed to the discussion as well.
- The impetus for this review was the perception of many of those involved, that the helmets were not reaching our intended target population (i.e. kids who really needed helmets for economic reasons).
- Dick made it clear that the DBC is not going to stop providing helmets for kids. Barry reports we have about 40 on hand at this time. Dick feels that regardless of any modifications to the program going forward, the helmet program will remain in one form or another.
- Dick reviewed his prepared remarks: please see these in Appendix #1.
- In summary, Dick presented some options for community involvement which include the potential for "tweaks" to the existing program, but also include other options that go well beyond the provision of helmets. These programs offer the potential for DBC members to become involved in other forms of bike related youth programs.
- Phil re-emphasized that the helmet program, as it currently exist will remain unchanged. Barry will continue to have helmets to dispense when requested. What may change is

that DBC members may become involved with some of the other programs outlined by Dick.

- Phil and Barb thanked Dick for his efforts in preparing this report.

### **Susan Gishi**

At Phil's request, Susan has prepared a report on the DBC touring subsidy program, paying special attention to the question of whether or not the tour subsidy program is still meeting the needs of the bike club. A copy of her written report is provided below as **Appendix #2**.

- She reports that the notion that providing a touring subsidy encourages volunteering for DBC events is not clearly substantiated.
- Even the notion that the subsidy encourages tour participation is far from clear.
- In spite of all this, most of the DBC members Susan interviewed still favor some sort of financial support for touring.
- The feeling, or at least the hope, is that paying for sags, tour leader's lodging, etc. will encourage more touring in general.
- Barb notes that there is a diversity among tour leaders as to how much of their allotted moneys are used.
- Dave (DBC tour director) points out that the club has no rule in the by-laws or in informal touring policy that requires a tour leader to spend club money. Further he points out that for the last few years the tour budget has been significantly underutilized. The tour leaders seem to be charging enough to cover all their expenses, and using the tour budget only if there are cost overruns.
- For this year, a touring budget of \$5000.00 was divided among seven tours, apportioned according to the length of the events. Dave agrees that the provision of the subsidy likely has no impact on tour participation.
- Dave also points out that many times the tour leader's lodging is underwritten by the tour participants, rather than by use of the DBC subsidy.
- Phil points out that historically, the touring subsidy was a way for the club to reward volunteers for their many hours of donated labor. At the present time, only a small fraction of the volunteers ever participates in a DBC tour.
- Barb pointed out that the club provides a wide variety of "benefits" to members that are utilized by only a fraction of the membership.
- Susan remarked that historically the provision of low-cost tours was a way to encourage new participants in this aspect of recreational riding.
- Phil asked whether, given the underutilization of the touring budget, and given the inefficacy of using touring as a reward, if the tour subsidy budget should be spent elsewhere in an effort to reward volunteerism.
- The problem of tracking volunteer hours was discussed at some length.
- Dave felt that regardless of the above issues, he would like to maintain a touring budget just for the practical reason that he does not want to have to come to the board every time there is a cost overrun to be paid.
- Dave suggested that in lieu of a tour subsidy, the tour budget be viewed as tour overrun budget. He will propose a dollar amount at the upcoming budget meeting.

## **President's Comments**

### **2017 DBC Board of Directors:**

- Phil reports that he has only one person stepping down from a board position. He also has a person who has indicated willingness to take on the vacant position.
- Phil raised the question of whether the by-law requirement for a Nomination Committee could be ignored, in view of the fact that there is nothing for them to do presently.
- Phil points out that the Nomination Committee is really misnamed in that it functions as recruiting committee. Considering that nominations are also taken from the membership at large, and that the committee focuses on filling vacancies only, he feels there is some duplication and confusion here, and perhaps the process could be simplified.
- Glenn pointed out that while he was doing the newsletter, he posted on one month that the nominating committee had been formed as a pro-forma matter. Later, he would announce the slate of candidates for the various offices. Glenn notes that it is a pro-forma matter, and even if all the seats are filled, it is a form of notification.
- Barb added that even if a director has stated that they will run for their office again, they need to be formally nominated by the committee. Additionally, she pointed out that in some years the nomination process may be complicated by multiple competing candidates for a given office.
- Phil agreed that the nomination committee will be set up, pro-forma, as specified in the by-law. Members will be invited to submit names to the committee.
- During the above discussion, Robin noted that Phil had previously stated he would be a one term president, and questioned Phil as to why he changed his mind about running for a second term. Phil indicated that he is planning to take on a new venture, and having the continuing office and title would be helpful in pursuing this project.
- It remained unclear to the board as to whether this new venture was club related or not, and this caused some degree of consternation among the board, as well as some heated discussion.
- Subsequent to the board meeting, Phil did provide clarification on this issue, please see **Appendix #3**.

### **Velodrome Update:**

- Phil will be meeting this coming Friday with a representative of the Sacramento Velodrome Association.
- He will also be in contact with City of Davis staff, to get direction on how to best proceed with the politics of this project.

**Adjournment:** The meeting was adjourned at 8:50pm.

Respectfully submitted,

Jack Berger  
Secretary, DBC Board of Directors.

Next membership meeting: Monday, September 12<sup>th</sup>, 7pm, Club Room, Veterans Memorial Building, Davis Ca.

Next Board meeting: Wednesday, October 5th, 7pm, Tandem Properties, 3500 Anderson Road, Davis, Ca.

**APPENDIX #1: (note that items in the initial outline are expanded in the documents that follow)**

**Bike Helmet Program Changes**

As noted in Phil's email, those involved in the current bike helmet program share a sense that it may have exhausted its original intent in providing underprivileged kids with helmets. We are providing helmets with little evidence that we are meeting the targeted population. I was asked to look at alternative ways for the club to serve Davis kids in activities relating to bike riding. It is not anticipated that the club will abandon the current program entirely. Any required funds would still come from March Madness.

**Objectives**

1. Youth focus
2. Davis focus
3. Encourage kids to ride
4. Involve DBC members directly
5. Energize March Madness participation

**Explored Alternatives**

**Rework Current Program**

I looked at ways to make the current helmet program more effective by utilizing channels outside the current program which works through the school district. This included using STEAC, Davis Community Meals, and Montgomery Elementary. This approach could improve our ability to serve underprivileged kids since these groups do the screening. It would likely be done a family by family approach rather than through the classroom.

**Collaborate with the City of Davis**

I also looked at ways to work with the City of Davis. First with the possibility of subsidizing underprivileged youth in city sponsored camps, specifically those with bike riding as component activity. The city is open

to this idea. Odd Fellows began a similar program this year by sponsoring 27 kids. The city sponsored about 70 kids with reduced fees this year. The Odd Fellow's point of contact expressed that it was a challenge to identify and reach the target families. This alternative would **not** directly involve the DBC members with the kids.

Further conversations with city staff members indicate that there are other opportunities for DBC to partner with city programs. Refer to other attachments for description of these programs. Some are already established, others are initiatives the city is exploring. Across the board the city is looking for ways to establish or expand their relationships with community groups. In some cases DBC individuals are already involved in these programs. DBC could commit man-hours and funding. Some of the programs are funded by grants, or looking for grants.

### **Earn-A-Bike and Active Transportation Task Force (See expanded document on this program below)**

The city wants to expand the current program at King High and the Bike Rodeos. DBC could commit additional personal to help in building the bikes, finding bikes and purchasing equipment and supplies. The city envisions building-up an inventory of bikes to provide to families cannot afford bikes.

There is the possibility to expand the program with monthly visits to different schools in the district (possibly other groups like the scouts) to maintain and repair bikes. This would likely be done in conjunction with the Bike Rodeo that DBC individuals already support. This requires a dedicated corps of volunteers to staff this effort. The city is also interested in having the volunteers be certified in bike safety by the League of American Cyclists.

### **Active4 Me Scanning**

The city is looking for additional volunteers to implement this program. Presently the effectiveness of the program is dependent on the efforts teachers and parents at each school. Offers direct contact with students.

### **Books on Bikes**

Donate any books with biking themes for any age group, especially elementary ages. DBC members can connect with kids by reading to them.

### **Polar Pedals**

Combined with the Active4 Me program to provide an incentive to "earn dollars" to save endangered species by meeting riding or walking goals. DBC could provide the real dollars.

### **Thoughts**

Collaborating with the city on Earn-A-Bike and the Active Transportation Task Force efforts will significant efforts to organize and implement initially. Once established these programs will require someone to

coordinate DBC man-hour commitment. The potential to make a direct contribution to encouraging kids to ride is substantial. The potential to link the amount of the money raised through March Madness could be done by relating the amount of money raised to the number of bikes repaired or bike rodeo events.

The other programs (Active4 Me and Polar Pedals and Books on Bikes) appear to be excellent opportunities for DBC members to volunteer individually.

## EARN-A-BIKE PROGRAM

### PROJECT DESCRIPTION

The City of Davis proposes to expand the existing UPCYCLE Bike Renewal Program to include an Earn-A-Bike Program that will provide refurbished bicycles to individuals in the community who might not otherwise have access to a working bicycle. The program is consistent with the 2017 Dignity Health Community Health Needs Assessment (CHNA) to provide opportunities for “active living and healthy eating” and “affordable and accessible transportation.

### BACKGROUND

Since the 1960s, Davis has been a leader in developing bicycle facilities. The City has over 100 miles of bike paths, lanes and trails available to the public. Increasing public use of active forms of transportation, such as walking and biking, is a high priority for continued community development. Though Davis is a bicycle-friendly community, bicycles can be expensive and families may not always have the means to purchase and maintain bicycles.

Street Smarts, the City of Davis’ Safe Routes to School Program, has partnered with multiple organizations to encourage people to bike, walk, and use safe and convenient forms of active transportation in their everyday lives. These efforts include piloting the UPCYCLE Bike Renewal Program, a partnership project with the MLK High School bike repair shop (part of the Davis Joint Unified School District), Empower Yolo/Center for Families, and the Bike Campaign. Currently, donated bikes are repaired by students and then matched with community members. The Bike Campaign also provides bicycle recipients with a lock, helmet, and bike safety training. The Earn-a-Bike Program would extend the scope of UPCYCLE, and build off of pre-existing programs administered by the Davis Safe Routes to School Program.

### PROPOSED PROJECT

The City will expand the UPCYCLE program and partner with the Davis Bike Collective or other interested parties to develop a program that will encourage children without access to a bicycle to “earn a bike” by participating in 2-3 workshops related to bicycle skills, safety, and maintenance. In return for this participation, the participants will receive a refurbished bike. In addition to a bicycle, the Earn-a-Bike Program will provide participants with a helmet, light, and lock. The City will work with Mutual Housing California and the Community Housing Opportunities Corporation, two of the City’s affordable housing partners, to identify eligible individuals and host events at which families can sign up.



Another component of the UPCYCLE program is the a Bike Lending Library—a centrally located facility where families can try out and borrow a variety of bike trailers, cargo bikes, and other utility cycles for temporary use or trial before purchasing to own.

#### BUDGET

The City seeks a \$10,000 initial investment each year for three years to expand the program in 2016-17, 2017-18, and 2018-19. A multi-year commitment will allow the program to build on years of outreach and provide opportunities to build sustainable funding options over time.

#### COST SHARE/MATCHING FUNDS

The City will provide an in-kind match of staff time, potentially funded through state and federal grants, as well as raising up to \$1,000 in matching community funds. The City will also raise up to \$1,000 from the community.

#### POTENTIAL PARTNERS

Dignity Health Woodland Memorial Hospital

Yolo County Department of Public Health

Davis Bicycles!

The Davis Bike Club

Davis Bike Collective

Yolo County Waste Reduction, Planning and Public Works Department, Integrated Waste Management

Local Bike Shops

#### IDEAS FOR COLLABORATION WITH Davis bike club

##### Active4.me Scanning

The Active4.me scanning system is currently active at 8 of our local elementary schools in Davis. Students register, receive a scan tag to attach to their backpack, scan in each day that they walk, bike, or use other forms of active transportation to get to school. The program captures every trip and can instantly notify a parent by text, email or phone that their student arrived on campus. The system generates real-time statistics including CO2, calories, miles and gas savings for each student, their classroom, grade or for the whole district.

##### Books on Bikes

Designed to build and celebrate a culture of biking, and provide positive images and stories about the use of bikes for elementary school children. Books celebrate biking, bike culture, and bike safety. Students, and their parents, are exposed to many forms of media that promote driving (like car advertisements on tv, and popular films like the animated Cars movie) but rarely are people on bikes promoted to children in this same way. A collection of books is being provided to each elementary school in Davis and Woodland to provide fun information for kids promoting an easy and safe way to travel that doesn't negatively impact the local air quality. We hope that by incorporating these stories into library collections it will begin to normalize the idea children on bikes and their families; encouraging them to choose this as an everyday form of transportation to school, work, or other practical and recreational destinations.

## Books on Bikes Resources and reading list

- Polar Pedals

Using our pre-existing Active4.me scanning program (active4.me) students can earn virtual dollars by walking and biking to school throughout the year to earn money to collectively support causes in the community. Students at a school will pool their collected “monkey money”, which is a feature built into the scanning program that allows students to collect points or dollars for each trip that they make to school using a non-motorized mode of transportation) to purchase animal adoptions (such as Polar bears through the World Wildlife Foundation or domestic animals through Heifer Foundation and other similar organizations. Students will be motivated to walk and bike to school, and can achieve tangible results in their community through their own personal efforts.

We feel this is a great program because not only does it promote health, physical fitness, and active transportation, but it provides the added bonus that students are working toward shared goals to improve their community and environmental health, and acting as environmental stewards. Kaiser sponsorship would support program incentives, route markings, promotion, and program advertising and administration. We plan to pilot school-route markings on the bike paths approaching schools for this project, and these could be marked with sponsorship logos for Kaiser.

## Active Transportation Task Force

This project would provide stipends to a small group of teachers who would work with our Safe Routes to School program throughout the year to help develop lesson materials that integrate our program goals of promoting safe and active transportation with the Common Core standard curriculum and next generation science standards used in classrooms. Kaiser funding would provide teacher stipends and help us compensate teachers for their important role in helping us to weave our Safe Routes to School goals into their school programming.

- Maintenance program
- Classroom teaching and presentation opportunities
- Bike Rodeo volunteer support: basic bike maintenance, helmet fitting, skills courses.

Please let us know if any of these programs is of interest, and we will be happy to provide much more information. There is additional information on our current public programs here:

<http://cityofdavis.org/city-hall/public-works/bike-pedestrian-program/programs>, as well as our general Safe Routes to School Program information: <http://cityofdavis.org/city-hall/public-works/bike-pedestrian-program/street-smarts> .

## APPENDIX #2

### Club Subsidies of Bike Tours – Are They Out of Touch with Current DBC Needs?

#### History and Application

Since its early days the DBC has been providing funding for touring. The reasons appear to be two-fold:

- 1) To stimulate an interest in cycling, fulfilling one of the objectives of the DBC (to encourage and facilitate recreational bicycling.)
- 2) To stimulate incentive for volunteering for the various DBC events.

Prior to the establishing the “subsidy formula,” some tours received funding in return for taking responsibility for a particular event (i.e.: a tour received \$X funds in return for working a brevet series.) At some point funding became standardized (early 90’s?) when the “subsidy formula” was adopted as follows: (Rider x tour days) x \$15/day. This was later increased to \$20/day. The earliest records are not available, but based on discussions the sense is that funds were used in their entirety (i.e.: if a tour received \$5,000 in funding, it used \$5,000 even if it occasionally resulted in a refund.) It was around this time that two concerns became apparent: a) funding was provided to any member with apparent disregard of that individual’s volunteer effort and b) the implication that the Club was ‘paying’ in part for the member’s vacation.

With declining DBC revenues, the amount of the touring budget has been substantially reduced. In the recent years a ‘pro-rata’ share of the touring budget (touring budget/combined total rider days) has been allocated to each tour and used to cover common expenses. How common expenses are defined appears to be in part left to the discretion of the tour leader and/or tour director. Some tour leaders use their full budget, allocating as much to common expenses as he/she believes is reasonable. Other leaders use a portion based on a limited shared expense definition (leader’s room and/or SAG costs only.) Some leaders hold an amount in reserve in the event of an unexpected cost (budget overruns, accidents or weather delays etc.) then never request these unused funds. One tour leader was not aware of the subsidy in her inaugural year. There is also a reluctance to use funds among some tour leaders based on the perception that the DBC is having financial difficulties. This has led to a less than 100% use of touring funds over the past couple of year (although 2016 appears to be on track to use most, if not all, of its touring budget.)

#### Current View

- Does DBC funding of touring stimulate participation?

Receiving club support does not have a large impact on a member’s decision to participate. Realizing the most tour leaders/directors and participants I addressed are older and financially comfortable, it is worth noting that the few members I spoke to with families at home felt it may have some impact on a decision to join a tour. (Unfortunately I do not know many members in this demographic and suggest that a review of the membership records to identify and survey this group might be helpful on many levels relating to club participation.) It was suggested that some members may not know how the touring funding works or even that they are receiving it when they sign up for a tour. If the club does continue contribute to defraying the cost of a tour to those who participate, it should be clear at the outset (i.e., when the tour is

advertised) what costs are/will be borne by the club and what the member's contribution is expected to cover.

- Should funding still be provided to touring?

Most interviewed continued to support tour funding if financially realistic. The idea that the DBC provides SAG and some cost support remains appealing.

When exploring how to stimulate interest in general cycling, many stated that the DBC might increase funding to tour leaders in the hope that additional and different tours could be offered which would appeal to a broader range of riders. The idea of covering all the tour leaders 'hard costs' and a portion of costs (i.e. 20%) incurred in researching a tour was discussed. Increasing tour participation by offering a broader range of tours was frequently suggested – from "beginner" or low mileage tours to family oriented tours to hub tours. This led to the ongoing question of how to recruit more tour leaders. Abolishing tour funding raised other questions regarding the DBC's use of funds. If tour funding is stopped, it was suggested that Race Team funding should also be reviewed. A couple of members also added that stopping support of philanthropic rides done by members might also be considered.

- Does tour funding serve as an incentive to volunteer?

Since there is no proof of service required this remains an open question. As noted by many, while 8 hour volunteer requirement is in place, it is apparent that tours are sometimes filled with individuals from outside the area who have little or no opportunity to volunteer. There is no current method to confirm prior an volunteer hours or to follow-up on the promise to complete this requirement. It was generally believed that most members who serve as volunteers would do so regardless of receiving support for a tour.

- Were the DBC to abolish these funds, where would you advise the Board to allocate these funds? (Results are unfiltered.)

- Safety: pay a trainer to work with ride leaders to teach cycling skills and enforce safe riding guidelines. Hire mentors to train tour leaders. Offer day rides with a paid full meal for riders at the end – an extended version of the snack ride. (Alternatively, set up an account at a coffee shop allowing each member a set annual amount if they ride/wear DBC apparel.)

- Advocacy: if riders felt safer on the road, there would be more riders. This may have a long term, not immediate, increase in participation.

- Philanthropy. Spend more money on the Holiday party. Pay for guest speakers at the general DBC meetings. Buy a van and use it for SAG support.

- Summary

There is overall support for tour funding at some level although it is not financially necessary for club members. The DBC tours are the "best deal in town." Responses to questions regarding alternative use of DBC funding frequently returned to how to create more touring. The DBC should adopt a policy that

defines covered common expenses. That policy should be publicized to the membership. The tour director should insure this policy is uniformly applied.

That tours are not filling up seem in part to be a function of the 'aging' active DBC membership, social media (riders organize their own trips, extending invitations to friends) or internet research (riders use other low cost touring "clubs" such as BAC and have easy access to a wide range of touring companies) and to an unknown degree (based on hearsay only) the fact that younger members have family obligations that prevent participation.

While not directly addressed or a part of this review, the members I spoke to are aware of the low general meeting attendance, difficulty in filling Board positions and volunteer commitment. Broader questions were raised i.e. how do we incentivized millennials to take a greater role in the club as our volunteer 'base' ages?

Susan Gishi

### **APPENDIX #3**

Phil emailed the board with an explanation of the venture that caused him to seek a second term as president. At the time of the meeting he reports he was constrained by the lateness of the hour and the inherent complexity of the issues.

In summary, Phil is interested in finding ways that he, and the club, may become more active in supporting bike theft prevention and prosecution. He has a few tentative ideas about how we could encourage our local law enforcement community to make bike theft more of a priority. It will take time and effort to flesh out these ideas until they are ready for a detailed presentation to the club.

In the meanwhile, he will keep the board informed of the status of this project.