



## Board Meeting Agenda

**Nov 11, 2015, 6:30 pm – 8 pm**  
**Sheldon Oak Central, 54 South Prospect St., Hartford**

**Mission statement:** *Bike Walk Connecticut is changing the culture of transportation through advocacy and education to make bicycling and walking safe, feasible, and attractive for a healthier, cleaner Connecticut.*

6:30	—	<b>Welcome</b>	Laura Baum
6:30	10 min	<b>HFPG workshops, applying what we're learning</b>	Laura Baum
6:40	10 min	<b>990 – Review, Q&amp;A. Due 11/15/15</b>	Kelly Kennedy
6:50	30 min	<b>Advocacy Agenda – discuss, Q&amp;A, adopt</b>	Kelly Kennedy
7:20	15 min	<b>Annual Dinner &amp; Silent Auction</b> - plans & assignments	Scott Gamester Bill Young Laura Baum
7:35	10 min	<b>Bike Shop/Club Ambassador Outreach</b> – brief updates from each director on their ambassador efforts. Please make sure you have something to report for every meeting!	All
7:45	10 min	<b>Financials</b> – review and accept; update on bookkeeping, accounting <b>October Minutes</b> - review and adopt	Kelly Kennedy Laura Baum
7:55	5 min	<b>Action steps, next meeting, upcoming topics</b> (multi day ride, budget, nominations, succession planning, year end celebration.)	Laura Baum
8:00	—	<b>Thank you and adjourn</b>	Laura Baum

**For Your Calendar:**

- **2015 IN PERSON Board Meetings: Nov 11, Dec 9**
- **2015 Annual Dinner & Silent Auction: Fri. Nov. 20**
- **Giving Tuesday: Dec 1**—see <http://www.givingtuesday.org/>

9:35 AM  
11/10/15  
Cash Basis

**Bike Walk Connecticut**  
**Profit & Loss**  
January through December 2014

	<u>Jan - Dec 14</u>
Ordinary Income/Expense	
Income	
46400* - Other Types of Income	100.00
43400 - Direct Public Support	
43450* - Individ, Business Contributions	2,641.93
43450 - Individual Contributions	
43453 - Annual Appeal	1,928.16
43454 - Employer Matching Gifts	2,270.14
43450 - Individual Contributions - Other	1,356.25
Total 43450 - Individual Contributions	<u>5,554.55</u>
Total 43400 - Direct Public Support	8,196.48
46400 - Miscellaneous Income	72.70
47200 - Program Income	
47290 - DPH Complete Streets Contract	20,474.01
47250 - Bike Education	2,513.36
47220 - Memberships	
47222 - Individual Memberships	12,604.78
47221 - Business Memberships	6,550.00
Total 47220 - Memberships	<u>19,154.78</u>
47240 - Rides and Walks	
47245 - Discover Tour Sponsorships - ...	500.00
Total 47240 - Rides and Walks	500.00
47230 - Annual Dinner & Silent Auction	
47231 - Annual Dinner	11,282.30
47233 - Silent Auction	11,364.41
Total 47230 - Annual Dinner & Silent Auc...	<u>22,646.71</u>
Total 47200 - Program Income	<u>65,288.86</u>
Total Income	<u>73,658.04</u>
Gross Profit	73,658.04

9:35 AM  
 11/10/15  
 Cash Basis

## Bike Walk Connecticut Profit & Loss January through December 2014

	Jan - Dec 14
<b>Expense</b>	
62100 · Contract Services	
62150 · Outside Contract Services	3,750.00
<b>Total 62100 · Contract Services</b>	<b>3,750.00</b>
66900 · Reconciliation Discrepancies	-283.44
63000 · Program Services Expenses	
63980 · DPH Complete Streets Contract	4,284.80
63100 · Annual Dinner	
63110 · Printing	284.95
63130 · Supplies	11.88
63140 · Food and Beverages	6,541.75
<b>Total 63100 · Annual Dinner</b>	<b>6,838.58</b>
63200 · Silent Auction	
63220 · Outside Contract Services	1,650.00
63230 · Supplies	453.03
<b>Total 63200 · Silent Auction</b>	<b>2,103.03</b>
63300 · Discover Tour	
63330 · Supplies	6.99
<b>Total 63300 · Discover Tour</b>	<b>6.99</b>
63400 · Bike Education	
63420 · Coordinator/Instructors	800.00
<b>Total 63400 · Bike Education</b>	<b>800.00</b>
63500 · Bike to Work	
63540 · Food	525.49
63530 · Publicity	987.00
63500 · Bike to Work - Other	747.42
<b>Total 63500 · Bike to Work</b>	<b>2,259.91</b>
63600 · Advocacy Expenses	182.69
<b>Total 63000 · Program Services Expenses</b>	<b>16,476.00</b>
65000 · Operations	
65011 · Board Development	272.46
65090 · Office Space- Rent	5,255.00
65080 · Equipment	125.00
65340 · Employment Taxes	4,931.92
65330 · Salaries	58,991.82
65110 · Marketing/Promotion	280.65
65001 · Business Registration Fees	100.00
65005 · Bank Service Charges	
65005.2 · PayPal Service Charge	139.93
65005.3 · Credit Card Processing Fee	356.72
65005.1 · Payroll Processing Charges	1,264.18
65005 · Bank Service Charges - Other	-632.88
<b>Total 65005 · Bank Service Charges</b>	<b>1,127.95</b>
65010 · Books, Subscriptions, Reference	15.00
65015 · Membership Dues	300.00
65020 · Postage, Mailing Service	224.38
65030 · Printing and Copying	386.51
65040 · Supplies	141.31
65050 · Telephone, Telecommunications	1,422.19
65060 · Website	24.94
65070 · Outside Contract Services	500.00
65100 · Fund Raising	2.26
65120 · Insurance - GL, D&O, WorkersComp	1,364.95
65200 · Technology, software, etc.	1,361.70
65310 · Conference, Convention, Meeting	949.69
65320 · Travel	839.94
<b>Total 65000 · Operations</b>	<b>78,617.67</b>

9:35 AM  
11/10/15  
Cash Basis

**Bike Walk Connecticut**  
**Profit & Loss**  
January through December 2014

	<u>Jan - Dec 14</u>
66000 - Payroll Expenses	-0.01
Total Expense	<u>98,560.22</u>
Net Ordinary Income	<u>-24,902.18</u>
Net Income	<u><u>-24,902.18</u></u>



# Advocacy Agenda 2016-2017 Moving the Needle on Active Transportation

WORKING TO MAKE CONNECTICUT A BETTER PLACE TO BIKE AND WALK

## Bike Walk Connecticut Advocacy Agenda 2016-2017

Bike Walk Connecticut's mission is to change the culture of transportation, through education and advocacy, to make bicycling and walking safe, feasible and attractive. We know that's why our members invest in us.



Mission statements are all well and good, but the proof is in the results. In the next year or two, how exactly will Bike Walk Connecticut "move the needle" to make biking and walking safe, feasible and attractive?

The following advocacy agenda will help us move that needle in ways that will make a real difference for active transportation. This agenda summarizes *what* Bike Walk Connecticut will advocate for in 2016-2017. *How* we will pursue each of these goals, and specifying the key decision-making body for each issue, is outside the scope of this document.

That said, and based on recommendations from the League of American Bicyclists, for 2016 – 2017 Bike Walk Connecticut sets out to be the lead proponent for having the State of Connecticut accomplish the following:

### 1. Adopt Mode Share Goals for Biking and Walking

To really move the needle for biking and walking, Connecticut must adopt explicit annual statewide mode share goals for bicycling and walking as modes of active transportation, with targets for 2018, 2020, 2025, and 2030; establish a baseline by end 2016; and conduct annual household surveys thereafter.

If you'd like to see the headline "*ConnDOT Announces Goal to Triple Travel by Bicycling and Walking in Connecticut,*" that's what mode share goals are about.

Massachusetts, California and Portland, Oregon have set mode share goals. Connecticut could too.

If Connecticut were serious about getting more people biking and walking for transportation, that would drastically alter how our road and bridge projects would be designed. Instead of cyclist and pedestrian needs being an afterthought, as is presently the case, they would be primary design considerations.

See endnotes for examples of state, regional and city mode shift goals.<sup>i</sup>



## 2. Align Other Relevant State Plans

Connecticut needs to do a better job of aligning relevant state policies, plans, programs—and especially their execution—with complete streets and active transportation goals and policies. For example, active transportation relates to climate action plans, transit oriented development, public health, smart growth/POCD, greenways, tourism. Bike ped advocates need to make sure that everybody is pulling in the same direction.

Why is active transportation not a core piece of Connecticut’s climate action plan, when transportation is the single greatest contributor to the state’s greenhouse gas pollution and 85% of CT commuters commute alone by car to work? Bike Walk Connecticut has already begun to advocate for active transportation to be addressed by the Governor’s Council on Climate Change.

Further, we need to eliminate our existing silos between greenways and complete streets planning, taking a holistic view of an active transportation network instead. Greenways and complete streets need to connect and take people where they want to go, whether they’re using that network for recreation, fitness or transportation.

Additionally, Connecticut is behind in positioning the state as a destination for active tourism. Making the state more friendly to tourists who want to bike and walk would pay off for residents who also want to bike and walk more and bring revenue to the tourism industry.



## 3. Adopt Sound, Strategic Funding Criteria

Connecticut must fund bike ped projects based on sound, objective, strategic criteria that prioritizes projects based on such factors as congestion mitigation, connectivity, population density, economic impact, social equity, and cost.

For example, the just released Five-Year Multiuse Trail Plan prioritizes multiuse paths that have “regional significance,” but the plan does not explain what factors went into determining what makes a trail regionally significant. We don’t know how the projects selected in September 2015 for \$8.3 million in bonding funds were chosen. Nor do we know what objective criteria will be used to decide which “Urban Connectivity” projects to fund.

Bike ped advocates need to be engaged in planning the strategy for allocating funds, and funding criteria themselves need to be clearly articulated and broadly communicated.

## 4. Ensure Dedicated State Funding

With Let’s Go CT, Connecticut is improving its approach to dedicating state funding.

As advocates, we want to see more examples of dedicated state funding for bike ped projects and programs, especially those focused on safety, and eliminating network gaps and increasing access for bicycle networks.

Connecticut needs more clarity and transparency in identifying the amounts and sources of federal funding, state funding, and bonding to be used for bike ped projects. For example:

- How will the \$101 million allocated for bike ped in the 5 Year Let’s Go CT ramp up plan be divided between greenways and urban connectivity?
- How much money will be dedicated for bike ped safety programs, and from what sources?
- What is the plan for the new bonding authorization for greenways?
- Is Connecticut maximizing available federal funding? Leaving money on the table? Using bike ped funding to pay for general operating costs?

These are just a few good starting points for articulating and preserving specific dollar amounts for bike ped projects.

### FAST FACTS

40%

Forty percent of Connecticut’s greenhouse gas pollution comes from transportation, largely from passenger vehicles. That’s our single biggest source of greenhouse gas pollution.

83%

Roughly 83 percent of commuters in Connecticut commute to work alone by car.

## 5. Hold Governments Accountable for Complete Streets

As advocates, we need to hold state, regional and municipal governments accountable for implementing complete streets law and policy, with particular attention to the implementation measures laid out in 2014 DOT's Complete Streets policy.

Our complete streets law and state, regional and municipal policies are only as good as their implementation. Implementation has been lackluster and even disavowed in too many instances.

## 6. Enforce the Vulnerable User Law

Connecticut enacted a vulnerable user law in 2014 but to the best of our knowledge, has never enforced it.

As advocates, we need to investigate obstacles to enforcing the law and remove them.

## 7. Lead by Example

We'd like to see Connecticut state government Leading by Example on active transportation through programs for state government.

Examples include requiring state office buildings to provide bicycle parking for employees and visitors and promoting bike commuting beyond Bike to Work Day



## 8. Set Goals for Reducing Cyclist and Pedestrian Traffic Fatalities and Crashes

Not setting goals is a sure route to not meeting them. Bike Walk Connecticut would like to see the state set specific annual goals for reducing cyclist and pedestrian traffic fatalities and crashes.

This will include making sure the State Highway Safety Plan measures what matters, and executes a strategy designed to make a real difference in the safety of cyclists and pedestrians on the road.

Our **Share the Road campaign** is our primary public education effort. While it clearly plays into reducing cyclist and pedestrian fatalities, our Share the Road campaign is not the same as advocating for the state to set goals for reducing fatalities.

# Other Important Issues

Bike Walk Connecticut currently supports three additional issues.



**Transportation Lockbox:** Bike Walk Connecticut supports a constitutional amendment to create a lock box that would restrict use of the Special Transportation Fund to transportation purposes, preventing transportation funding from being used to pay for everyday costs of operating the state.

**Fix It First:** Bike Walk Connecticut opposes unaffordable and ineffective highway expansion projects in lieu of a "fix it first" strategy (relieve traffic congestion not by prioritizing highway improvement and expansion, but by creating and incentivizing viable transportation alternatives to the car, and fixing the roads and bridges we have first.) If Connecticut were serious about active transportation mode share goals and reducing congestion by encouraging residents to #ThinkOutsideTheCar, highway expansion projects would be approached with more critical thinking than is currently the case.

**Dooring Legislation:** Bike Walk Connecticut supports legislation that makes "dooring" a bicyclist illegal. Connecticut is one of only 10 states that lacks a law prohibiting a motorist from opening an automobile's door unless the motorist is able to do so safely. More information is needed to assess whether this issue is "ripe," whether there are champions for it in the legislature, and whether this is winnable now.



FOR MORE INFORMATION

*We believe Connecticut can be a great place to bike and walk. Don't you?*

BECOME A MEMBER OR SPONSOR AT [WWW.BIKEWALKCT.ORG/JOIN](http://WWW.BIKEWALKCT.ORG/JOIN)

Bike Walk Connecticut, Inc. is a 501(c)(3) not for profit organization that works to make Connecticut a better place to bike and walk.

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Email: [bikewalkct@bikewalkct.org](mailto:bikewalkct@bikewalkct.org)

Phone: 860.578.4925

Web: [www.bikewalkct.org](http://www.bikewalkct.org)



<sup>i</sup> Resources for state, regional, and city mode shift goals:

- [MassDOT Announces Mode Shift Goal To Triple The Share Of Travel In Massachusetts By Bicycling, Transit And Walking](#) (Oct 2012)
- [Caltrans Goals: Triple Biking, Double Walking and Transit by 2020](#) (Apr 2015)
- 2007 Portland (OR) Transportation System Plan, Chapter 2 , Policy 6.22 Pedestrian Transportation and Policy 6.23 Bicycle Transportation at <http://www.portlandoregon.gov/transportation/article/370467>. See also 2007 TSP documents at <http://www.portlandoregon.gov/transportation/67263> .
- [What Does the Oregon Household Activity Survey Tell Us About the Path Ahead for Active Transportation in the City of Portland?](#) Roger Geller white paper (Mar 2013). See also [Portland Reaches 25% Cycling Mode Share!](#); [Wow! That's Quite a Cut](#)
- [Best Practices in Transportation Demand Management - Seattle Urban Mobility Plan](#) (Jan 2008)
- [Tulsa Regional Bicycle & Pedestrian Plan](#) (May 2014)
- See also SEPTA (Philadelphia) on [Increasing Transit Mode Share](#).





# Connecticut

## RANKING # 22

### REGIONAL RANKING » EAST #8

GOVERNOR: Dan Malloy

DOT COMMISSIONER: James Redeker

BICYCLE/PEDESTRIAN COORDINATOR: Katherine Rattan

STATE ADVOCACY GROUP: Bike Walk Connecticut

### CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

3 LEGISLATION AND ENFORCEMENT ⚡

3 POLICIES AND PROGRAMS

2 INFRASTRUCTURE AND FUNDING ⚡

3 EDUCATION AND ENCOURAGEMENT

2 EVALUATION AND PLANNING

### TOP 10 SIGNS OF SUCCESS

= NEW IN 2015

1% OR MORE OF PEOPLE COMMUTING BY BIKE

SAFE PASSING LAW (3 FEET OR GREATER)

COMPLETE STREETS POLICY

DEDICATED STATE FUNDING

ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)

SHARE THE ROAD CAMPAIGN

VULNERABLE ROAD USER LAW

BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

### OVERALL POINTS

# 41

 of 100

2014: 40 of 100

### FEEDBACK

- Use the Governor's "Pivot to Transportation" to focus on giving people safe and comfortable options to bike and walk. Current funding proposals include significant funding for bicycle projects and programs, support bills like HB 6840 to improve state funding for bicycle projects and programs. Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Develop maintenance funding and budgeting for pedestrian and bicycle infrastructure so that maintenance for those facilities is in line with the maintenance effort provided for vehicles.
- 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. A mode share goal can provide the vision for an updated state bicycle master plan or be a performance measure for an updated plan.
- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Complete Streets Policy compliance.
- Update state traffic laws regarding bicyclists riding "as far right as practicable" to better inform bicyclists and the public where bicyclists can ride. Several states now specify that a bicyclist can ride explicitly in terms of the safety of the bicyclist and surrounding traffic. For instance, Colorado's law says that a bicyclists shall ride "far enough to the right as judged safe by the bicyclist to facilitate the movement of ... overtaking vehicles."
- Adopt a law prohibiting a motorist from opening an automobile's door unless the motorist is able to do so safely. Connecticut is one of only 10 states to not have this type of law.

8:15 AM  
 11/10/15  
 Cash Basis

## Bike Walk Connecticut Profit & Loss January 1 through November 10, 2015

	Jan 1 - Nov 10, 15
<b>Ordinary Income/Expense</b>	
<b>Income</b>	
43400 · Direct Public Support	
43410 · Corporate Contributions	1,280.00
43450 · Individual Contributions	
43453 · Annual Appeal	240.00
43454 · Employer Matching Gifts	665.62
43452 · United Way/Workplace Giving	158.62
43450 · Individual Contributions - Other	2,548.93
<b>Total 43450 · Individual Contributions</b>	<b>3,613.17</b>
<b>Total 43400 · Direct Public Support</b>	<b>4,893.17</b>
46400 · Miscellaneous Income	161.36
47200 · Program Income	
47291 · NACTO Workshop	6,330.00
47290 · DPH Complete Streets Contract	10,103.90
47260 · Summit	4,195.00
47250 · Bike Education	2,585.00
47210 · Bike to Work	100.00
47220 · Memberships	
47222 · Individual Memberships	
47222.2 · Renewal Memberships	4,390.00
47222.1 · New Memberships	550.00
47222 · Individual Memberships - Ot...	6,385.00
<b>Total 47222 · Individual Memberships</b>	<b>11,325.00</b>
47221 · Business Memberships	1,250.00
<b>Total 47220 · Memberships</b>	<b>12,575.00</b>
47240 · Rides and Walks	
47242 · Discover Tour Sponsorships - ...	16,600.00
47241 · Discover Tour Registration - NB	8,500.00
47244 · Discover Tour Registration - WH	10,560.00
47245 · Discover Tour Sponsorships - ...	16,600.00
<b>Total 47240 · Rides and Walks</b>	<b>52,260.00</b>
47230 · Annual Dinner & Silent Auction	
47231 · Annual Dinner	5,150.00
47233 · Silent Auction	400.00
<b>Total 47230 · Annual Dinner &amp; Silent Auc...</b>	<b>5,550.00</b>
<b>Total 47200 · Program Income</b>	<b>93,698.90</b>
<b>Total Income</b>	<b>98,753.43</b>
<b>Gross Profit</b>	<b>98,753.43</b>

8:15 AM  
11/10/15  
Cash Basis

**Bike Walk Connecticut**  
**Profit & Loss**  
January 1 through November 10, 2015

	<u>Jan 1 - Nov 10, 15</u>
<b>Expense</b>	
66900 · Reconciliation Discrepancies	0.28
63000 · Program Services Expenses	
63990 · NACTO Workshop	1,215.00
63980 · DPH Complete Streets Contract	8,505.75
63900 · Summit	1,915.00
63200 · Silent Auction	361.20
63300 · Discover Tour	
63380 · Partner net profit sharing	5,179.92
63310 · West Hartford Tour Expense	5,950.98
63320 · New Britain Tour Expense	6,366.13
<b>Total 63300 · Discover Tour</b>	<b>17,497.03</b>
63400 · Bike Education	
63420 · Coordinator/Instructors	600.00
<b>Total 63400 · Bike Education</b>	<b>600.00</b>
63500 · Bike to Work	1,192.38
63600 · Advocacy Expenses	656.71
<b>Total 63000 · Program Services Expenses</b>	<b>31,943.07</b>
65000 · Operations	
65090 · Office Space- Rent	2,220.00
65340 · Employment Taxes	3,917.92
65330 · Salaries	46,560.05
65110 · Marketing/Promotion	184.98
65005 · Bank Service Charges	
65005.2 · PayPal Service Charge	239.88
65005.3 · Credit Card Processing Fee	654.62
65005.1 · Payroll Processing Charges	1,625.10
<b>Total 65005 · Bank Service Charges</b>	<b>2,519.60</b>
65015 · Membership Dues	200.00
65020 · Postage, Mailing Service	15.75
65040 · Supplies	7.94
65050 · Telephone, Telecommunications	100.00
65060 · Website	71.80
65070 · Outside Contract Services	300.00
65120 · Insurance - GL, D&O, WorkersComp	1,392.00
65200 · Technology, software, etc.	1,688.70
65310 · Conference, Convention, Meeting	16.50
65320 · Travel	10.00
<b>Total 65000 · Operations</b>	<b>59,205.24</b>
66000 · Payroll Expenses	0.01
<b>Total Expense</b>	<b>91,148.60</b>
<b>Net Ordinary Income</b>	<b>7,604.83</b>
<b>Net Income</b>	<b>7,604.83</b>



## Board Meeting MINUTES

October 20, 2015, 6:30 pm – 8 pm  
Sheldon Oak Central, 54 South Prospect St., Hartford

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**Mission statement:** *Bike Walk Connecticut is changing the culture of transportation through advocacy and education to make bicycling and walking safe, feasible, and attractive for a healthier, cleaner Connecticut.*

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**Attending in person:** Laura Baum, Brendan Harris, Scott Gamester, Chris Skelly, Bill Young, Kelly Kennedy.

**Attending by phone:** Ray Willis, Colleen Kelly Alexander, Sean Alexander

**Guests:** Reps. Cristin McCarthy Vahey and Aundre Bumgardner

**Not present:** Chris Brown, Kevin Vicha, Sue Smith, Dave Head

1. **Call to Order:** Laura Baum called the meeting to order at 6:35 pm. Kelly Kennedy agreed to take minutes for this meeting.
2. **Advocacy Agenda Discussion:** We welcomed Representatives McCarthy Vahey and Bumgardner to our advocacy agenda discussion and thanked them for championing the 2015 Bike Bill. We discussed the purpose of an advocacy agenda and reviewed the material provided in the board package, with particular attention given to “Sample criteria to use when evaluating whether to take a stand on an issue” and the LAB’s Bike Friendly State Scorecard recommendations. Most of our substantive discussion dealt with the concept of mode share goals and clarifying that supporting an issue did not mean that Bike Walk CT would be doing the work. For example, advocating that for an annual household commuting survey does not mean Bike Walk CT would conduct the survey. A brief discussion of a mandatory helmet law took place. We noted that most of the advocacy agenda items were administrative in nature and related to DOT or other agencies, not the legislature. Running short on time, further discussion was planned for the November board meeting.
3. **HFPG Board Training Workshop:** The brief update on the HFPG Board Training Workshop did not take place due to an extended advocacy agenda discussion.
4. **Year-end Fundraising Plans and Goals:** Kelly Kennedy referred the board to two handouts in the board package. The “Secret Sauce of Fundraising” is as simple as having fundraising goals. Having a fundraising plan makes donor meetings more fruitful. Kelly noted that we don’t conduct donor meetings but we need to start, using the Board Ambassador concept. Kelly also referred the board to the handout on *Ten Signs Of A Bona Fide Grassroots Advocacy Group*, which notes that an effective grassroots group generally has a budget that raises funds internally from its members. A substantial amount of an organization’s funds should come from its members and individual gifts. Kelly noted that our membership levels tend to hover around 300, which raises questions about market support for our organization.
5. **Annual Appeal, Dinner, Share the Road:** Kelly noted that our Annual Appeal season starts with the Annual Dinner & Silent Auction on Nov. 20, includes Giving Day on Dec. 9, and continues through year-end with a major annual appeal campaign. We hope there will be considerable interest in donating to support a Share the Road campaign in 2016. As our featured speaker for the annual dinner, Colleen Kelly Alexander will share her story and make the case for investing in a broad educational campaign on sharing the road, and for cyclists to support Bike Walk CT’s work generally.
6. **Summary of Discover CT Rides –** Chris Skelly provided summary materials at the meeting that were not included in the board package. Ride registration revenue came to \$18,564. Sponsorship revenue came to \$38,200. Ride expenses came to \$15,986. Payments to partners will total 10,194, leaving Bike Walk CT with a net revenue of \$30,583. \$5000 in sponsorship is still

outstanding. The two rides together drew about 450 riders. Chris capped the cost of staff time at \$4000. Kelly reported working on a survey to ride participants and working with Chris to send a thank you letter to donors.

7. **Financials:** The year to date Profit & Loss Statement was provided with the board package, comparing P&L to the same date in 2014. YTD Income was \$91,292 (vs \$42,706 in 2014). YTD expenses were \$80,708 (vs \$75,614 in 2014). YTD net income was \$10,583 (vs a \$32,908 net loss in 2014).
8. **Minutes:** The minutes of the Sept. 9, 2015 meeting were included in the board package.
9. **Adjourned:** Laura Baum adjourned the meeting at 8:00 pm.

Minutes submitted by Kelly Kennedy, Executive Director on November 10, 2015