

## Audio file

[wjcu-the outspoken cyclist 2023-11-22.mp3](#)

## Transcript

### Speaker 1

It's time for the outspoken cyclist your weekly conversation about bicycles, cyclists, trails, travel, advocacy, the bike industry. And much, much more. You can subscribe to our weekly podcast at [outspokencyclists.com](https://outspokencyclists.com) or through your favorite podcasting app to listen anytime. Now here's your host, Diane Jenks.

### Speaker 2

Hello and welcome to the outspoken cyclist. I'm your host, Diane Jenks. Thanks for tuning in today. My guests for this show couldn't be more different in terms of their focus. One is a professional civil engineer, ardent urban planner and transportation specialist. The other is an accomplished masters bike racer, winning several medals at this year's Pan Am Games. But variety being the spice of life, as they say, hopefully you'll get something from each of them, whether it be inspiration to do more about your local bicycle walking infrastructure or decide to enter an event you've been thinking about but have yet to sign on the dotted line. Veronica Davis is a professional civil engineer and transportation specialist. She is currently the Director of Transportation and Drainage Operations, a service line within Houston Public Works. Transportation and drainage operations is responsible for maintaining and improving the infrastructure that spans Houston's 671 square miles. As you'll learn, Veronica comes to the transportation planning sector from a family immersed in the business, where both her mother and father were involved. Her new book, *Inclusive Transportation*, a manifesto for repairing divided communities, was recently published by Island Press, and it's what drew me to her for our conversation. Then we're going to scoot from Houston over to Florida to speak with Eric McBride. Eric is the CEO of Palm Beach Health Network physician group. During the day and an avid elite road and track racer when he dons his kit and cleats. Eric has been racing bikes since college and now as a Masters rider in the 45 to 49 year age group captured 2 golds in a silver at the Masters Pan Am Games in Santo Domingo, Dominican Republic, this past spring. Eric will be with me in the second-half of the show. Veronica Davis is a transportation expert, and in her new book *Inclusive Transportation*, a manifesto for repairing divided communities, she offers some astute observations on the inequalities and destructive practices present in the transportation planning sector. In the book, Veronica offers a unique perspective about how our cities became divided and why we need to move on from what we've always known and redefine urban transportation. We dive into a variety of topics, including how immigration, always a hot topic for politicians, might actually solve some of the issues we see in the job market, and how when we finally have funding for much needed infrastructure projects, there may not be enough workers to complete them. Here is my

conversation with Veronica. Hello, Veronica. Welcome to the outspoken cyclist. Thanks for joining me today. How are you?

Speaker 3

I'm fabulous. How are you?

Speaker 2

You're fabulous and jet lagged at this.

Speaker 3

Careless and jet lagged.

Speaker 2

I get it. So I know we have a lot to talk about and time is always of the essence for busy people like you and me. So let's get to it.

Speaker 3

Tell us a little.

Speaker 2

Bit about your background where you grew up, what had the influence for you to go into this line of work, this inclusive transportation, which is the name of your book? And we'll get into that too, and why transportation and urban planning it's it's such a specialty field that I have a a real affinity for, but I don't talk to a lot of women, so I'm really. Happy to talk to you.

Speaker 3

Yeah. Well, thank you so much for having me here today. My I know I do share in the book that I grew up in a little bitty town called Maplewood, NJ it is. A bedroom suburb. Of New York City, my parents took New York, New Jersey Transit into New York City to then my mother worked in Brooklyn. My dad worked in Midtown. And that was. You know, just my life growing up. But even before then, I was actually born in Virginia and I was almost born in the US dot building. My dad worked for umta at that. I was born into this. So you asked, how do I get it? I was born into it. My dad worked for Umta, which is the Federal Transit administration's predict. Yes, Sir. And my mom went into labor waiting for him to come. Out the building. And they made it across the Potomac. So I was born in Virginia, and the first five years of my life, I I spent in Virginia, and then we moved to New Jersey. I think I was. Fortunate in that both of my parents were in the transportation field. My mother worked for New York City Transit Authority and human resources and and development of interns and the future of. The industry and then my dad worked. My dad's a civil engineer and an urban planner, and we moved to New Jersey so that he could work for the Port Authority of New York and New Jersey. Then he worked for sea land prior to it being acquired by CSX and working on both the

shipping and the rail side. And then ending his career at the American Society of Civil Engineers as the executive director. So it's very much been a part of my life and and I'll give a lot of credit to both of my parents, both my sister and I are in the sciences and I know you hear a lot. About young young. Girls that get discouraged away from math and science, but my parents were very much pushed us both, and so my sister's now. A medical doctor. And so with that, you know, I think my parents recognized early I. Was very good at. Math and very good at science. I didn't really know what I wanted to be and my dad was like you should. Do engineering and I. Was like. Yeah, yeah. Yeah. Dad. So I went to Maryland. I was engineering. And I walked out of my first chemistry class as a freshman, and I was like, what can I declare that I don't ever have to take another chemistry class and that's how I settled on. Sil and and. Here I am and and even with transportation I actually was more interested in structures and I had a professor who I do share in the book. Doctor sermons. He's no longer teaching. I don't think anymore. But he was a professor and he was in, and it was the introduction to transportation planning. And I thought it was just very fascinating. And that's when I did, you know, transportation is my depth. And then that's what actually also encourage me. To apply for. Getting a masters in planning. So I do owe a lot to him as a professor and you know, just being able to see how decisions are getting made and those impacts and that's how I fell on that track.

Speaker 2

Oh, it's so interesting. Dear. You say you walked out of that chemistry class and said I never want to take. I feel the exact same. You know, my my majors were journalism, but it's like I and I went to Ohio State years and years ago. And of course it was required cause I didn't take. Chemistry in high. School I took. Physics and I loved physics. I hated chemistry.

Speaker 3

But that was me. I loved physics. I remember in in high school as a. Junior I took senior physics as well as taking chemistry, so I took two sciences. I don't really know why, but more so I. Wanted to take physics again.

Speaker 2

Exactly. I I would I. I can remember the. It's funny. I can actually I. Don't remember a lot of my teachers names back from high school, cause I I did skip a year, but I remember my physics teacher. It was. Called doc Tyson. Well, let me reintroduce you. We're speaking with Veronica Davis. Clearly she is a civil engineer. She has a master's in planning. She's written a book called Inclusive Transportation. A manifesto for repairing divided communities and I really want to talk about divided communities because I'm well aware of what happened. I don't know how it happened when it happened or why it happened, but I do know that it did that all of a sudden, planners started putting freeways down the middle of communities and literally dividing. Racial along economic lines. What happened when? Why? What the heck?

### Speaker 3

You know, you see as early in the the 30s and 40s and that's when you start off with the American dream, some of the first American dream ads came out right in the late 30s, and there was this whole vision of an American dream. And and the suburbanization and and everything, particularly as cars became more affordable. In general, more readily. And then you saw it speed up in the 50s and 60s, particularly around urban renewal. And if you look across the United States, almost every city, almost every community, you can point to a neighborhood that was divided largely. How did they end up where? They ended up. You go the path of least resistance and so to do that you go to the people who have less power. Less influence and so largely you get either a low income, you know black, brown and also too. You know, I know that we've changed the definition of white over generations. You know a lot. Of Italian Irish. Jewish communities, they. Were not considered white during those times, and that was the path of least resistance because those people had the least. The power when you layer on top of that, the real estate in the fact that you have redlining and it's documented and there there's just it is it documented phenomenon. I know that we at one point we had alternative facts in this country that is a documented phenomenon of protective covenants and and even in 2023 they're still properties that. Have protected covenants on them. But again, it was. Black, Jewish, Irish, Italian. You know, it's it was really these big ethnic groups and so that. Determined who could live where. And so once you control who can live where, it makes all these other decisions a lot easier. Because imagine if you have a a, you know, integrated community well, then now it's harder because you're now. Forcing people without power with people with. And that's largely how a lot of those decisions got made. And then when you look at. The industry at the. Time it was majority white men. There may have been one man of color, like slipped in there, but in the 1960s it was very much a white male dominated industry. And so then I don't know, these neighborhoods, I don't really care. So you do have a layer. Of, you know, white supremacy and all of this, or even a sense of. A weight privilege of I don't even have to take the time to consider these other communities. And you know, I do share in the book my family story in east. Baton Rouge, my. Mother was in high school when her family home was taken to build I-10, which now goes, you know, from Florida to California. And so her family home was taken. And that community? Is mostly black and Italian and the impact so she. Remembers and she's. Here today. And so that's. That's where that happened. It's, you know, it's essentially, you know, intentional. And I think it's one. Of those we. Justify that a few suffered for the greater good of creating these massive Interstate highways. But what's really interesting, and I know that a couple of the different blogs within the Industry Streets blog. I think coalition for a smart, smart growth America and a few others have actually shown the documentation of what land. Uses what what cities looked like. Before the highways came through and the fact that. The highways really decimated a lot of cities. And you think about now in most cities, the amount of developable land that the, you know, the amount of income that could be generated if but that highway infrastructure wasn't there.

## Speaker 2

I want to talk about. DEI or DIE diversity. Equity and inclusion. You know, they were buzzwords. And a lot of times we're talking about lip service and especially during the pan. Dammit. And you talk about destructive practices and transportation that need to be examined and and altered. So what are they and are we really seeing equity, inclusion and diversity in transportation and in planning?

## Speaker 3

I'm going to. Take the the that last question first. We're not, it's. Better, slowly but surely it is getting better, particularly in planning. You see more women. When I was in planning school out of a class of about 100 people, and I was probably 75% women, you know, in a master's program. So it was very, very much dominated by women. But even with then I was. One of two black women and one. Of barely 2 handfuls of people of. So that that part is, it was still kind of lagging on the engineering side, I can even say for me, graduating from my master's program, I was one of five women and one of two black people. And so you know that's just another set of struggles. So the industry is getting. Better, but we are nowhere near where it needs to be and I think that there's different pieces of what diversity, equity and inclusion looks like. So I think one there is you. You see now? In the industry, a lot of young. People are, you know, it's more diverse. But when you look at who? Is still running the company or running the agency? It's not there. You you haven't seen in in a in a very city by city, but you don't quite get that diversity in the leadership levels. And so therefore you might have done a great job of recruiting. A diverse candidates, but if every day they're faced by microaggressions and and those and microaggressions you know, for your listeners that don't know, you know, it's those little side comments. That are very. Harmless, but they come and they come and they. But you know those type of microaggressions or you create an environment that isn't really conducive for people to be in it and be safe? You know, you think about where offices you know are. There gender neutral. Bathrooms are there places where you know women are able to pump you. Know should they have a baby? It's all of. That type of stuff that if you don't have a true company culture and practice to be support. Live then you're really just tokenizing people, and you're probably doing more damage in that case, and there's, you know, tons of studies that have been done by like American Civil engineers and a few others that talk about, particularly women leaving the workforce when you. Look at COVID. I read a statistic. That just within kind of the industry like 2.4 million women left and they're not coming, they haven't been back yet. And so it's all of those things and and so equity inclusion isn't just about. The the hiring, it's all the other things. It's do the people actually have a voice? Do they actually have a say? And I do think it's important. I know that there's attacks across the nation around this topic. The fact that there. Has been direct attacks on affirmative action and I think that sometimes we have this idea of a meritocracy. And frankly, I I meet a lot of smart people who are phenomenal engineers, but they don't do well in this industry because, you know, when you come to transportation it, if you don't understand

people, if you don't understand communities, you just really can't be a great engineer in this. I think there's a lot of people that are. Significantly smarter than me, but it's how are. You taking that? What? You know how to do as an engineer? But applying it to this community and their needs and their impacts. And so I don't know, I I think it's I think more more needs to be done. But I am encouraged particularly by the younger. Generation getting into it and I think with. Things like podcasts and. Blogs like younger people are finding. Out about our industry. We do probably. Do a little bit more PR, but. You know, it's hard on career day to. Do I'm an engineer like what does? That even look.

Speaker 2

Like, right, right. Well, and then you say transportation and and what I'm seeing and I'm sure you're seeing this too, is younger people are not so eager to dump their money into a car. And so then they end up in a situation where there is no. Good public transportation, no good bike infrastructure. They're bad infrastructure for walking, and they don't maybe want to live in suburbs anymore.

Speaker 3

Very much that trend has happened and you know, I I do cite in my book that young people aren't getting drivers license. Like I remember when I was 17, I got my drivers license. Two days after my birthday and that was two that 48 hours was painful. I was ready to go. My 7th that on. The April 27. I got my drivers license and that was my ticket to freedom and I distinctly remember that. But with the younger people, you know, they are not getting drivers license people now they're in their early 20s. They look, I don't know how to drive. I don't want to drive and even living in places that are hostile to driving as you mentioned. And then I think. If you think about the workforce. That's the tension right now that is happening in the workforce. Where some companies are like you gotta. Get back to. Work and you got people that are. Like Nope, I want. To work from home I I'm getting I am. Just as productive working from home and. I want to go in the office and there is this like. Push and pull. Of trying to get particularly younger employees to go back to the office, they're like, I don't want to. Do you want the work done or do you want to see? Me because I'm. Getting my work. Done. And I think that you know particularly. With with COVID. It it just accelerated that telework and people got a taste and they're like, Nope. I'm not going back and. I think that's. The struggle right now of even just trying to hire in the industry. If you don't offer remote or at least a hybrid option, it's it's very challenging to get people to come in and and it's a shift and the problem is it's almost kind of like everything with this nation, the people who are often in decision making positions. Are making it based on. Their values and. It's like you're making a decision today that you're not going to even be here. Respectfully. You know, when it comes time for the consequences. We're seeing this in our national politics. You know, we're seeing. This at state local levels. And so we're making these decisions of. No, no, no, we're going to. Wind the roads because people are going to want to drive. And the other people? Are like telling you I don't want to. Drive you're. I

don't want to drive. So why are you? We why are you? Riding this road or I don't want to. Drive and I just don't think we have really. Caught up to. The trends of what? It's showing us and I think that there's this mythical kind of belief that no, no. No, we're going. To keep projecting and things are going to keep moving the way they have. In, but it's like it's not, it's not happening. And I think the even younger. Generation, they're going to be on something else like my, my I have a. 4 year old and. I think that generation is going. To be completely different. You know, because they are being raised by, you know, millennials, maybe some young Gen. Xers. And being raised to be more worldly and and those things and I I just don't see them demanding. You know to drive.

Speaker 2

Right, let's take a short break. When we come back, we're going to talk more about your book. We're. Speaking with Veronica Davis, she is. A civil engineer, she has a masters in planning. The book is titled. Inclusive transportation. A manifesto for repairing divided communities in which many of us live. We'll be right back. You're listening to the outspoken cyclist. We are back on the outspoken cyclist. I'm your host, Diane Jenks. We're speaking with Veronica Davis, and we're going to talk about her new book, Inclusive Transportation and Manifesto for repairing divided communities. We sort of started off by talking about what a divided community is and how it happened. I apparently grew up in one and didn't. Even realize it? But I mean. The truth is, I knew it was somewhat segregated, and it's sort of self we sort of self segregate ourselves. You know, I'm in an area of Cleveland which is heavily populated by an Orthodox Jewish community and the building up of that community is enormous right now. And then we can. Cross Mayfield Rd. which is right down the street and go a little bit north, and now we're talking about an enormous African American community, East Cleveland. And so I'm not sure why we do this to ourselves, but it seems that we do. So I'm wondering what you see and and I want to talk about not fixing the broken system because you have a different take on it. And I really like that. What you decided here would be a better way. To do it, but how? Do we fix? That which might in turn help to fix the transportation and. And and moving people around problem.

Speaker 3

Well, I think. That you have to look at how the segregated. Communities came to be. When you look at communities that self segregate, if you will, part of it's for protection. When you think about the Jewish community, as you mentioned, think about why they came to the United States, right? You know it's you had the pilgrims, you had the. Holocaust and so. People were just trying to escape, to survive and living in very tight communities because this, as long as I'm in this tight community, I am safe. If if I expand, I may not be safe, so the Jewish community exists because of survival, and this is how we know how to survive. When you think about the black community very similar, it is we are having this community because I I just want to be left alone. I don't want to have to. Worry about my safety. On top of the fact that you know, as I mentioned earlier,

a lot of this was created by real estate of pushing people to certain areas. So it's, you know, kind of a twofold of they were pushed to the areas, but then there's also a. For in feeling safe because I have now escaped this place or this thing and you think about immigrant communities, you have enclaves of people from a particular country, and it's because one person comes and then you just slowly build this community because they're a safety in numbers. People understanding the culture. So I think we can't discount that. Particularly for, you know, kind of non white. You know Americans. You you can't discount just the overall safety aspect of it. And so then what do you do in that case? It is looking at ways that transportation can be. A glue to. Connect. You know, I think when we look. At a lot. Of our cities and and. We've designed so that everyone. Can get downtown so for for the. Traditional 9:00 to 5:00 work. Period. So in the morning there is really high service to get downtown and in the evening there's very high service to leave downtown, but think about within communities in truck community, you can't get around. I remember when I lived in Washington DC and I could get downtown, I could get downtown in 15 to 20. Minutes by bus. I had a high, high capacity bus. That came and it was. A nice express route didn't stop at every bus. Stop. It was beautiful. My church was 2 miles as the clothe fries within my same community I. Would have to take. Two buses or bus in a metro. And then walk just to. Be there. And no one ever thought. About that because it's a. Well, you don't really need to go there. We need to get. You downtown and I think you know, some transit agencies have taken the hard look at. We still have all this service to downtown. People aren't wanting to go downtown, they're not leaving their homes, but they're still using transit. But the trips are at different times. There's been very fascinating data coming out. Of ridership and how that peak has. Moved, you know, to middle of the day and how the. Rides are changing. And it is an opportunity. To think about, well, how do we? How do we? Connect communities through transit because I don't want to go downtown, but maybe I. Want to go to? You know, somewhere else maybe I want to go. To some hamantashen. Right, like. And so how can I take a bus to? Get me there, you. Know and be connected in those type of ways.

Speaker 2

You say let's not fix the broken system because it's working exactly as planned and that you know you have to really think on that for a minute. If it's been planned, then you probably don't want to fix it. You want something different.

Speaker 3

Correct. I think that you know, it's really a contemplation of. It's doing what it's designed to do. This is this is exactly what we started off the conversation at the beginning. This is what the system was designed to do. It was designed to divide. It was designed to get people from the suburbs out of the inner city. Scary Inner city as fast as humanly possible. And that's how it was designed. You know, in a sense, I. Think kind of the radical. View it's even how we do our transportation planning, so it gets back to the point we talked about with younger people. That don't want. To drive, but we don't look at that.



We project the future based on the past. But in the past, we didn't have driverless vehicles. In the past, we didn't have that. I can order groceries from my phone so I don't have to make a trip to I. Don't have to. Make a trip to the grocery store, but maybe one person. Can go into the grocery store for five other people. We don't do things. How? We did it before and. I think that's where our how we do transportation planning hasn't changed and so we look from where we are today and we project to where we. Are today and. We say, well, 40 year olds today wanna Drive and so therefore 40 year olds, 20 years from now, we're gonna want to drive and then 40 year olds, you know, 40 years from now, they're gonna want to drive. And it's never a look of let's stop. What? Do we want to be and that's? One of the things I talk about it. Would be radical because you'd have to get. The feds to kind of shift to accept some of the. This, but why not say this is what we. Want our city? To look like and you. Know, be provocative and say you know what. If what if as a city? What if a city said you're in Cleveland, right?

Speaker 2

I'm in a ring.

Speaker 3

Suburb. Yeah, ring suburb. But what if the what if? Your whole region said you know what our goal is to. Get rid of 50% of the pavement and. And we're going. To get rid of all surface lot. Think about a radical shift of that because. And now you have to. Say, alright, if I project from here. I can't get there, but if this is. What it is and. I still got to move. All of these people? Well, I. Need to have a better transit transit. System so I can move. A lot of people I need to have a more dense transit system. To move a lot of people, do I need? Drivers maybe 40 years from now, they'll be autonomous, so I. Can have a bunch of autonomous. Shovels looping around. I can rip up pavement and what am I gonna do? I can we can add in more green space, more trees to help undo some of the impacts of climb. In the in the in the the change. Of our climate. So it's like having that radical level of thinking, but we're just still stuck in projecting from what we have today of this is what we have today and it's congested. We're gonna add more people. So therefore we need to add more capacity and it's just it's it's not going to work.

Speaker 2

So you're a forward thinking person. I know other young planners are forward thinking people. How do you overcome this pushback that you get now? I'm. I'm from that other generation that started out, you know, several decades before. You. But I not only see it, it's what I want. And I would want it for the future of my. Not only my life, my children's life, any grandchildren's life, whatever. And how do you get city people? How many people state people? And then of course, federal people. I mean, you have a young transportation secretary right now and he looks like he's bogged down in things that. Are keeping him away from this, even though I believe that it's where he started as the mayor of a small town in, I think it was Indiana, right. And all of a sudden he's worried

about, well, are people being treated right on airplanes? You know, it's it's just the wrong conversation to me.

Speaker 3

I think it's a couple of things. I think you know, one, the cities have always had the vision, right. The cities have always had really grand visions. And you look at many of the cities that were destroyed for highways and for other things, really very rarely is there an example of the city doing it. It was the. State it was in some cases, the federal government. So if you think about how cities got to where they are today, they didn't do it to themselves. I think cities always have been the place of vision, the place of culture, the place of creativity. And that's kind of the great things about. Cities would attract young people to. But that being said, I think our state and our federal government has always kind of lacked vision and creativity. How do we get there? It's a long game. This isn't something that's going to snap overnight and in and in the book, I do talk about the call to action. It's really the wake up call to the advocacy community of. You spend so much energy fighting this one thing you think about the bigger picture, and so some of that comes from one, you know, punching strategically. There may be times where you have to accept the compromise on a project just to get it done. So that you. Live to fight for the next one, but sometimes you know and I. Shared this. In the book it's. Like they you can get so. Boggled down in this one thing that it's. Like, whoa, come on, you. Gotta there's a bigger picture.

Speaker 2

Yeah, you get television.

Speaker 3

The tunnel vision. Right. And you know, we got to. Let better people, I mean. Full stop. We got to get better people in office because it is bold leadership that enables even people like myself to be empowered to make hard decisions. Because I have an elected official that is supportive. And so we have to elect. Better leaders of our cities of our states. And in our at our federal government. So we can. Move forward better policies, but if you think about, you know, as we talk about the secretary, he's bogged down because Congress is bogging him down. Why is Congress bogging them down? Because they want to be on CNN. Why do they want to be on CNN? That's how they get name recognition. How do you get name record? Why do you need name recognition? See you in your next election. So they're they're caught in this cycle. And so, as you know, as you know, with the secretary, he is attempting to move forward and he's actually done a lot. I mean, I can tell you. This bipartisan infrastructure law. It is historic. The amount of money that is going directly to cities like, you know, kind of bypassing the state or at least sidestepping the state. But there has been historic amounts of monies that have gone to cities and you know, the areas of persistent poverty, the areas that are always left out. I mean the the. The you know, billions have

been invested and so that is a huge first step and I've never seen anything like this in time in terms of the discretionary money that has been available.

Speaker 2

I was just having this particular conversation with my husband yesterday talking. About all of. Infrastructure construction that's going on literally all over northeast Ohio. I mean, you can't go anywhere. Everything's sort of. Bugged down by that, but I know that's where that money. Is coming from. And I know that they wanted shovel ready projects, you know, for the most part. So I'm wondering how long this amazing amount of. Investment is going to last to actually begin to diversify their. Thinking so that we can come up with some of the planning you wanna see, I wanna see and other people like. Us want to see. I don't.

Speaker 3

Know I I think. It'll be interesting to see. I know that everyone's, you know, been like, every year. It's like, oh, there's a recession coming. You're like, OK, not here yet. The recession's coming. OK. And and I don't know.

Speaker 2

It's still not here.

Speaker 3

But and it's still not here and I don't get into the economics. At all. But right now the thing about infrastructure investment, it's the IT is a kind of funneling of money. But think about all the people who work on infrastructure and. All the money. That they are spending as they are working on this infrastructure because they have steady jobs and honestly, the thing I'm really more concerned about. Is do we? Are we? Going to have a. Workforce that has the ability to help us deliver these projects because we're. Feeling it now, I was just at a conference. And the speaker was talking about just within kind of this industry this, you know, construction, transportation and horizontal construction industry, just the gap that we have today and how. It is just. Going to grow over time and even if we completely just open the borders and let everyone in and. Putting them into these jobs, it's still not going to be enough people, and I think that to me is the thing that causes me more anxiety than the funding. I know for for a. Lot of cities, that's what we're facing. It's we just. You can't get people.

Speaker 2

Yeah. Well, it's. Everybody's got signs out they're trying to. Let's take another short break, and when we return, we'll speak with Veronica Davis some more. You're listening to the outspoken cyclist. We are back on the outspoken cyclist. I'm Diane Jenks. My guest, Veronica Davis, is a professional civil engineer in Houston. And we're talking about her new book, Inclusive Transportation, a manifesto for repairing divided communities. So I can remember when the auto plants shut down here in Northeast

Ohio, there was a big Ford plant, there was a big I think either well Chevy was GM, so a GM plant and people said well, what are those blue collar workers gonna do? You know and. Everybody talked about retraining, but the truth is that isn't what happened. They weren't retrained. They retired. They decided not to do whatever it is that might have furthered their education and their skills. And so I'm wondering if that is going to be a problem now as the job. Picture changes. You know what? What people are actually needed to do. Are we gonna lack because of the number of people or because of education and skills?

Speaker

It's a lot, I.

Speaker 3

Think one, you have an aging, aging boomers. The boomers are they're the they are the largest group and they're yeah. And they're they're leaving the workforce and that is that is hurting a lot of people, particularly back in the day you had those pension plans that, you know, you could join the city or. Joining the federal government at, you know, 18/19/20 years old and retire at 50. And still have a lot of. Life left. So you have a. Lot of that going on. So I think as. They're exiting the workforce. Gen. X isn't enough to replace. There's not enough Gen. Xers to replace the boomers. The millennials are on something different, and I think the millennials. You know that that. COVID change their world and they're like Nope, I need work life balance. I will work for. You as long as I can go sit. On a beach. Every now and. Then, like and they are in a different place. And again, as I mentioned, the generation after. Them is even. More different and so. I don't even know it's kind of the. Millennials are a wild card. You know, as they grow up, especially the. Younger millennials, they're a little bit of. A wild card of what they're going to do with the industry, but the reality is just a one for one replacement. We just don't have enough people. We don't have enough people today. And as the boomers leave, we're definitely not gonna have enough people. But when I say and it goes back to my kind of your. The earlier question you asked about with Dei and I think that's where, if it's this gonna be the survival of the fittest. And I think for companies for cities that want to survive. Five, they are going to have. To be the work, the employer. Of choice. And that means doing things I've seen, you know, some jobs where it's, you know, unlimited time off. You know, there's some jobs where it's all this flexibility and you get, you know, whatever it is, we'll buy you a bike. We'll every every two years we'll buy you a brand new bike if you come and work for us. But you're going to have to be an employer of choice, and it's going to be going to have to be beyond salaries, especially with the younger generation. Salary doesn't. Do it for them.

Speaker 2

Right. It's not all about the money. So there are kind of four categories I'm looking at. There's that the workforce, there's what's going on in Congress today, which is nothing. We could start with nothing but time limits would be the first thing I would suggest

getting people like Mitch McConnell, who cannot keep his, you know, mind together or. Dianne Feinstein, I mean will will be equal opportunity bipartisan here and then you have pushback not only from people who live in communities. I don't want that bike route in my backyard, you know, which is until you build it and then there is a there is usually a a some sort of shift there but you also have the auto industry. The oil industry, the you have the construction industries who are saying. Whoa, whoa, whoa, whoa. You know, you're going to take away my lifes blood. Now, the truth is, of course, now we're looking at electric vehicles. But what's that gonna do to our electrical grid? What's it gonna do? How many charging stations are there? No. So I'm not sure where this is all going and it's terrifying in a way.

Speaker 3

I think it's terrifying because you have industries that are holding on to what was and they're not looking to what they could be. So you do have some automakers. That are saying. OK, let's look to the future. And so they are investing in autonomous vehicles and and the shuttles and and all types of, you know, different at, you know, iteration. Of of ways to move. Maybe not a bus full of people, maybe 10 people, you know, eight people at a time, you know, and they are putting that investment. I'll give credit to some of them. They are putting that investment in into what the future could be. I think even with some of the energy companies. They are the smart ones are making the pivot. To say, OK, this ain't this ain't going to. Forever. This may have been our bread and butter, but how do we survive for the future? And so you have major oil and gas companies that are making big investment in renewable energy. So I think that some of them get it not from. A altruistic perspective? But from a bottom line, we have to continue to survive. What's our pivot? So I think you see some there. I was joking on a different. Conversation about, you know, I was like my sleeper pick for. The wearing cars. Is the you know the the insurance companies because I think that's another big piece of, you know, you know, there's a couple companies now that won't insure parts of California. They've pulled out, you know, completely because of the repetitive loss, the repetitive damage. And as you think about the transportation side and auto insurance? It goes up. It goes. Up and eventually some auto insurance companies going to say, you know what, we ran the cost benefit of this city. You're not doing what you need to do and you are costing us money because think about auto insurance. The goal is I collect your premium and Diane you go. Be a great driver. And I'm going to collect your premium every year and I'm going. To take the. The premium that you give me that thousand dollars, \$2000 a year and I'm gonna go invest it and I'm gonna earn 10 percent, 20% off of your your \$1000. And I'm good. And that's how life should be. But now you got into a crash, or now this thing happened and I gotta pay. I don't really wanna pay, right, they don't. Wanna pay of?

Speaker 2

Course not the goal.

Speaker 3

And I think that at some point, you know, they're gonna wake up and say, wait a minute. We ran the numbers on your city and if. You don't fix this infrastructure. We're not going to share. Your city, you're costing us money every time we turn around. We gotta write another check. This is you costing us money? That's not it. It's it's the good and bad of capitalism, right? Capitalism is. We exist to make money. You are not making. You are causing me to lose money.

Speaker 2

Really interesting perspective. Alright. The last thing I want to talk about is climate change. And I didn't see a lot about it in your book. But we have communities who are going to there are going to be communities that just flat. Out. Disappear. They're going to be underwater or whatever. But I'm wondering how transportation. Can play into a positive role. For climate change, not just getting cars off the road, but there are other things. I think that transportation can do. One I know we were. We happened to be in Amish country yesterday. All these young people and all these, even adults, were riding E bikes and it was so interesting, you know, we might see one or two in the city. We saw dozens. That was their transportation. So. What, what? And to me, that's a climate plus.

Speaker 3

I think this I think so. We do know that the transportation industry is one of the, you know, largest polluters of things that impact the climate sciences, not me, the science. But I do think that when you think and that's just thinking about the actual vehicles themselves. But when you look at transportation as a whole and the amount of resources it takes, it's a lot because no one ever thinks we always think about the motor vehicle. No one thinks about, OK. So if I have cars up and down. The street now I got to do a milling. Overlay so that is energy and and and ripping up asphalt and putting down new asphalt. Right. And and all of those impacts and I am of the belief this is my thing of look, I could take on a lot of things. I can engineer a lot of things. One thing I'm not gonna engineer is God, universe, Mother Nature, whatever you want to call it. We're not gonna. That's not a battle I can win. And you know, I was joking. There was a a road here where I live that, you know, we didn't know in overland. It's like falling apart. And in my mind, I'm like, why is This road here to. Begin with like why? Like why are we? Why? Did we ever. Build this road to begin with and why? Am I having to redo this? And it's those are the types. Of questions we have to ask ourselves. Should we do that right? You look at? Communities that have had repetitive losses. And guess what, we. Do we just build right back? Right. There's a rodent.

Speaker 2

Florida. Perfect example.

Speaker 3

Perfect example, but then I. Think it goes back to. If you can have a bold vision of. What if we got rid of half of our past? You know what is that? Transportation network beginning to look like then? It's like, well, no, transportation becomes a solution. It becomes a tool to make things better. When you look at climate change and you look at, you know, most roads, there's no trees, you know, there's no greenery to help cool the street down. You know, when it's 100 something, it's been 100° in Houston. You know there's no trees. There's none of that. And so I think that. There is a space that we can do more.

Speaker 2

Last thing I want to talk about is the book itself, your book, and how it's a manifesto, which means people can read it and. Take some action on their own. What kinds of things? And I ask a lot of people this question, what can we do as individuals? Advocacy we know is 1, but there are other things. What? What kinds of things are you suggesting to make transportation more inclusive? And it's not just about diversity and equity and.

Speaker 3

You know, one of the reasons I'd say the biggest thing that I hope people can do at an individual level is have an understanding of self and understanding of others. I start off. The book and. Chapter one with transportation as personal and I share my story, and I invite the reader to really investigate their story. It's something that. Think about the public. They do this thing every day. They take this route every day and they don't really complain until something goes wrong. But they're not necessarily conscious of why do you make this decision? Why do you specifically choose this route and not a different route? And I think it's just inviting the reader of how did you grow up? How did you move? Why do you why do you live in the city you live in today? Why did you choose your neighborhood like all of those things? Just investigating those things just to understand that everything is a conscious. Decision and then ending. You know, I do talk about, you know, diverse equity inclusion but that to me is not an out. I really say you know we have to build up our empathy as professionals and that looks like taking the time to invest in people and resources where you are decentered and that can be. It doesn't have to be a big performative thing. You know, some people can be think pieces, God bless you. Read your think pieces. I'm not. Talking about that. You know, for me. I like sci-fi. And so I try to find sci-fi where the main character is someone who is different from me, and I've read one where a main character had a sibling that was a changed under woman. And so it's dystopia and you hear the concerns around. Their sister safety. You know it's those type of things and it's. Again, just gives you insight. It gives you thought and things that you don't think about like ohh I didn't think about it. There was into the world that someone might be concerned about how. Their gender identity. So it's just to do that or I follow a bunch of people from disability Twitter and it's amazing. There was a funny story. There was one last night where a congressman of somewhere posted a picture. And so it's a person who. Is being lifted. Out of a wheelchair. And there it's a man. And they're working on him. And so someones this

Congress person is like, imagine you twerking on this disabled person. And so disabled Twitter was like, what's wrong with that? We want to see twerking too, right? And next time just, you know, hold them up a little bit different and again. It's this reminder that like, hey. People have other needs they want to see twerking like it's OK. And so just taking the time to really decenter yourself.

Speaker 2

What a great perspective. I really like it. I think we tend to gloss over. A lot of these things and. Forget that we're individuals. And that we we can't have a say. I think a lot of think we can't make a difference that we really cannot and and I think we can. We've been speaking with Veronica Davis. She is an A civil engineer. She's an urban planner. Her book Inclusive Transportation and manifesto for repairing divided communities is out now. And where can my listeners? Get a copy of it and learn more about you and your work you're in. Texas, as I recall.

Speaker 3

I'm in Texas, so my personal website is [veronicao.com](http://veronicao.com), but they can get my book from [islandpress.org](http://islandpress.org), Barnes and Nobles. If you want to pay for bases to go back to the moon, Amazon.com if you want to support [nonprofitsbookstore.org](http://nonprofitsbookstore.org).

Speaker 2

And there you go. Veronica, it's been a pleasure to talk with you. I've learned a lot and I love that. And I really enjoy your book, by the way. It has a beautifully designed cover. Everybody knows I like the way things look. So thank you so much. Keep doing great work. And I hope we get to talk again.

Speaker 3

Thank you so much for having me.

Speaker 2

My thanks to Veronica Davis for joining me on the show. As many of you know, I am always interested in seeing more equitable opportunities for biking and walking and really appreciate Veronica's perspective. Her book Inclusive Transportation, a manifesto for repairing divided communities is available from Island. Press it's also at your favorite indie bookstore or from the usual online sellers. You can learn more about Veronica on her website, [veronicao.com](http://veronicao.com). Now let's take a short break, and when we return, we'll speak with Masters champion Eric McBride. You're listening to the outspoken cyclist. We are back on the outspoken cyclist. I'm your host, Diane Jenks. Bruce Springsteen sings about being born to run, and apparently U.S. Masters champion Eric McBride was born to ride. Racking up two golds and a silver at the 2023 Pan Am Games on the track, Eric takes every opportunity to race his bicycles. Yes, plural bicycles in track Rd. and crit disciplines. His accomplishments this year being what they are, he's already looking forward to 2024 to see what he and his new squad Kingdom Racing will do. Hello, Eric.



Welcome to the outspoken cyclist. Thanks for joining me on the show today. How are you?

Speaker 4

Well, Diane, thanks for having me.

Speaker 2

It's my pleasure. You've done some pretty cool things recently and I want to talk about it, but before we do that, give us a little bit of background about you, how you got into competitive cycling and the work you're.

Speaker 4

Absolutely. Yeah. You know, in college I ran competitively and was an academic, all American Slippery Rock division two school in cross country. You know, as many runners have happened to them, I ended up getting injured a couple of times and finding my way to the bicycle while I was in college ended up spending some time racing on the mountain bike team there and. Making some friends in the cycling comma. Unity after undergrad, I went to Graduate School and started competing in triathlons, and it didn't take long for me to see that kind of my strength was definitely in endurance events and cycling specifically, so I competed in triathlons professionally for a couple of years, won the bronze medal at the World Championships in 2000. And then took a few years off to focus on career and raising the kids. After that came back with my son and he started to getting, you know, into cycling, specifically mountain biking again. And from there, it's just been racing ever.

Speaker 2

Wait a minute. You don't even look old enough to have children, let alone to have.

Speaker 4

No, thank you.

Speaker 2

Gotten that that? Metal back in 2000, that was 23. Years ago, like really.

Speaker 4

Oh my gosh, yeah, seems like.

Speaker 2

Yeah, yeah, yeah, yeah. So the group you work for, this Palm Beach Health Network physicians group, are you a doctor?

Speaker 4

No, I'm an administrator, so my degrees are in Masters and business administration and a masters in Health Services administration. But I I I manage the Medical Group, so I'm the CEO for the Palm Beach Health Medical Group. It's a division of tenant. And you know, we have 13 markets around the country and I'm just really proud of the work we're doing here in Palm Beach.

Speaker 2

Let's talk a little bit about these recent racing experiences and results. Outstanding results actually, and I'm interested because you race in multiple disciplines. So I know that you know, when you talk to a Rd. racer, he or she's a Rd. racer. When you talk to a track cyclist, that's the specialty. But you're doing more than that. So tell us a little bit about your specialties, plural, and then about the the things that have happened.

Speaker 4

Yeah. I mean, I really enjoy all facets of cycling. I think I've raised every kind of bike out there, except for BMX bikes and frankly, I would say it's not off the table right now. I've got a teammate that is just getting into it this year, so you never know what the world's gonna take us. But for me, kind of focused in on the road cycling scene and. Found an affinity for for track cycling when. I was in Detroit. I picked up the track cycling scene there because they built the Lexus Velodrome. It's one of the only few indoor tracks in the country and it really kind. Kind of. Give a good option to winter training outside in Michigan for sure, so that's where I kind of learned the skill set, and from there I've just been able to. Maintain it in Florida. Here I only live about 45 minutes to an hour away from another track at the Brian Piccolo Park. So I have opportunities to keep my skill set up and and train with other people in that space. But definitely get out there and you know, like throw it down on the track. And then also in the road criteriums Rd. races, you know, there's a gravel race this weekend. I'm doing so, you know, whatever it is, it's got two wheels and pedals, and I'm pretty much in.

Speaker 2

That's pretty cool. Let me take a moment to reintroduce you. We're speaking with Eric McBride, who is a multi disciplined cyclist and multi winner. So you competed in the Pan Am Masters Championships this year where you represented the US in track at. Girls tell us about what happened at the Pan Am Masters Championships, and those are those are represented worldwide. That's not just the US.

Speaker 4

Yeah, the Pan American is really, you know about. The whole basically Western Hemisphere is kind of how it's defined. So we're racing everybody, you know, all the way down South America all the way up in Canada for us this year, the event for Masters was held in Santo Domingo, Dominican Republic, you know from Miami actually. Two hour flight. So pretty convenient. Got on a got on a plane, ended up there and. You know, spent the week racing in multiple disciplines, so the 1st events that were up were

were track. Unfortunately I had contracted COVID about 10 days before. Yeah, the event. So it was pretty brutal. Ended up, you know, pretty sick on that and second time having it unfortunately. So that was an ideal but I got some rest that's for sure. So I came in with kind of fresh. Legs and on the track things just kind of played to my advantage. The scratch race, which is basically first across the line with. And it was a shorter race, 10 kilometers, so it wasn't too stressful. I ended up having the best legs and, you know, taking taking that victory for the the championship a couple days later, they had the points race and the way the points race works on the track is that you raced for 30 kilometers and over 30 kilometers. There's basically 6 Sprint points that happen, like every five laps, and you get points for 5/3, 2:00, and 1:00 for first, second, third and 4th. If you lap the field, you get 20 points and then on the last Sprint it's double points. So a little bit complicated kind of fun. Gotta keep track of the math. Look at your competition and figure out kind of where you're at. That race was super exciting because basically with one Sprint to go. Myself and another competitor were completely tied on points, which is pretty rare. Yeah, so the crowd was definitely on edge because this was a local center, Deming and and pretty popular gentleman as well. So with basically 2 laps to go, I ended up uh jumping the group and sprinting ahead and had a good gap and was able to hold off the field for a a good victory in the points race as well. So I ended up winning both the points and the scratch races at the Pan Am Games. That was that was fun. Two days later we raced the the road race. That was, I mean, we're looking at, you know, 70. Circuit race is actually 70 kilometers and then the the road race was 107 kilometers. That race was particularly challenged because I didn't have any teammates. And like the Dominicans, had about 25, so they stuck it to me pretty good. And I can tell you that in almost a like a three hour race. I was in the pack for about 3 minutes is what my Garmin showed so off the front chasing brakes, being aggressive. The ended up finishing for the silver medal in that race, which was pretty proud of given the competition level and kind of how I was feeling coming up COVID the next. The next day I was a little bit wiped out from all the events and still recovering and we had the circuit race. So I did finish. 5th there and. It was the first American in that race as well.

Speaker

So I have some.

Speaker 2

Questions about your bikes? Plural. well-being the bike geek, do you race the same bike for road and?

Speaker 4

Yeah. Yeah. OK. It kind of depends on the course actually, so Diane, sadly, I've got a detachment disorder and I have about 14 or 15 bikes right now.

Speaker 2

Yeah, you know that the right flight number of bikes is what you have +1 and plus one. So yeah, no, I get it. I've been in the bike business a long time. Alright. So what's your well, we'll ask you about your favorite bike later. I want to hear what you rode for. Pan Am.

Speaker

Right.

Speaker 4

I ended up taking. Specialized venge, so it's kind of one of my classics. It's good because it's a it's pretty light. So it does. Does well on on the climbs, and I knew that one of the race courses. There on the road was. Specifically hilly and I would definitely play, you know, an advantage there because it's arrow and you know good climbing like bike. So I do have that. I've got a more modern bike now that I race on a lot around here in Miami and it's. A. A Canyon. So I just got that painted with the Pan Am motif and pretty excited about being able to race that in 20.

Speaker 2

And what about your track bike?

Speaker 4

Yeah, I got a new track bike this year too. Just kind of getting ready for the the big events that were going on with the Pan Am Games in the world. So I got a Delon out of England and raced on that. I previously had a bike that you know it's it's great. I'm winning on a bike that was gifted to me from a friend that kind of got out of the sport and it was. It's kind of fun to take. You know someone? Else's bike that they liked. And did well on and. You know, continue to use it and erase it.

Speaker 2

Let me once again reintroduce you. We're speaking with Eric McBride, owner of several OK, lots of bikes and a gold, silver. I I'm sure you have other metals too, but in the Pan Am Games for 2023 and represented the US in track in the world. Tell us a little bit about the worlds where they were. Held and and who you were. Up against, that's a whole. Different sort of can of worms.

Speaker 4

Yeah. You know, taking things to the next level. So you know, obviously excited with my performance to Pan End games and kind of transitioning over to worlds. They were in Manchester, England this year. So about a month after the pan and Games. So I flew over there. My daughter actually is in Paris right now, studying for a year, so I spent a week with her visiting and then just took a plane over from Paris to Manchester for a week long, racing on the track. The event there. I mean they put on Class A world class events. To be honest, I mean. The venue was. Well, the sport was great, well organized.

It was, you know, pretty special event. So you know for that, you know, 35 countries and hundreds and hundreds of athletes were there racing over the, you know, the week long activities, you know, I still specialized in the, you know, what's quote UN quote endurance races. So the scratch and the points races. And you know, we got into things pretty early I think in the scratch race, you know, just trying to figure out which gear to ride based on the competition and talking with folks, giving them. It was my first Track World championships, just people kept saying it's gonna be fast, keep gearing up. So I moved up about three or four more inches in length. On the gearing. And I think that that's. Only played a role in being able to be competitive in that event. We I mean amazingly rode our race. You know, it's 45 to 49 year olds. We averaged over 31 miles an hour for the race. So I mean, it was basically full gas the whole time. And that's riding the blue line, which is obviously not the bottom of the track where things. Measured probably about, you know, 20% of the time. So some people go up and then attack from the blue line or briefly recover it was. It was great to. See to be in competition with people of similar or even better skill set and and fitness. So I really enjoyed, you know, stacking myself up against that competition. So in the. Scratch Race ended up finishing ninth. So not too bad, but definitely want to try to get a podium or even a world title. Couple days later we raced in the the points race. You're gonna describe that format, same exact format for the painting games as it was for world. And pretty early on, I saw there were few guys that were really good sprinters and they were definitely trying to take take points on the Sprint laps. One guy was returning World Championship from the previous year's event. And was looking good, so you know I tried to get what I could in in the points. I ended up finishing that race in 6th overall, you know, pretty pleased with the outcome there and definitely had a lot of fun racing at the.

Speaker 2

Who sanctions these masters races at worlds?

Speaker 4

Yeah, all these ones are, you know, are UCI. Thanks. And yeah. So just like you see for all the World Tour racers.

Speaker 2

They are. So did they do testing?

Speaker 4

Yeah, they did testing actually, so. I was pretty excited about that.

Speaker 2

Me too.

Speaker 4

Yeah, yeah. For sure. Yeah. There's a lot of crazy things going on in the sport, especially, you know, sadly, even at the masters level. But anyone who breaks a world or national record gets automatic testing. So that that's kind of a given, which is good. The rest of it's random from there. You know, I saw a lot of people getting tested at world.

Speaker 2

Interesting. Interesting. Because you know, you read about some of these masters writers who are who are doing this crazy stuff and you're thinking, what are you doing? Why are you doing this? You're like 4950, sixty years old. And, you know, you, you gotta come in for that competitive, you know, drive seems to make people do crazy things. But I'm glad to hear that they test it. Worlds. That's great.

Speaker 4

Yeah, it's a real challenge down here in Miami. I think last time I look.

Speaker 2

Is it?

Speaker 4

But the you know, you saw that puts out the number of people that are, you know, suspended or sanctioned and you know in in the master space, I think Florida accounted for more people being sanctioned for doping than all the other states combined.

Speaker 2

Right. It's like Florida's really famous for killing people with their with their cars too, who ride bikes, OK.

Speaker 4

Yeah, it's we got some, we have some challenges here. Yeah, there's a couple of cultural things. I think that in some of the the subsets of the population that it's accepted. But you know, the good thing is. I hold myself and my teammates at the highest standard and you know, if you can win a bike race in Miami, you can win a bike race anywhere in the world. I mean, it is crazy competitive down here, so I just took it as a chance to race guys that, you know, you know, may or may not be following all the rules and. It is what it is.

Speaker 2

Yeah. Who are your teammates?

Speaker 4

Well, I got a new squad for 2024. Actually I just signed with them last week. So pretty excited about making that announcement. It went out on social media this week, but we're gonna be racing Kingdom racing out of Orlando. Good group of guys that are focused on three main areas. One would be last year they had a domestic elite women's team, which is basically one level down from you know some of the domestic racing teams that are competing in the world. You know, tour events and then they added a men's domestic elite team. And I'm gonna be. Really excited to race again with some one of my teammates from Michigan actually is going to come down and relocate and race with that squad. Rod. And then they've had a Masters team for a little while that I'll be joining. So that's kind of the three areas where they're, you know, focused in on for racing for 2024.

Speaker 2

So that's what I want to talk about last and that is your future plans, 2024 is coming up the Pan Am Games are not held every year, worlds are held every year. But so what's happening in 2024 for you and your team?

Speaker 1

Yeah, for us, you.

Speaker 4

Know we're really excited to put our domestic elite team up against pretty much anybody. So we're going to be sending them to all the national events that are out there and I plan to go and support it as well. This year, nationals were moved up a bit because it's Olympic year, so they're racing in the spring time actually, which is a big advantage for us here in Florida cause you know, our salon race season starts January 7th. I just got the notice today. So we'll be, you know, racing every weekend all the way through. So basically, October it's, you know, it's a lot of racing.

Speaker 2

Yeah, so how can? People find out more about the Kingdom racing team and about you and sort of follow what's going on in masters because I think most of my listeners are masters of Masters Age.

Speaker 4

Yeah, yeah. Right, right. Always tell people if they're local that come out and, you know, see a race that's the best way to, you know, get connected on things and really get a feel for for the racing. So if that opportunity presents then, you know, take advantage of it. But otherwise I've I've got a, you know, small YouTube channel that's my name and on Instagram it's. Just Eric dot McBride one the number. Them for folks that want to follow me on on that scene and then the Kingdom racing.com. So that's our. That's our new team and we're really excited about getting this group together and seeing what we can do. In 2024.

Speaker 2

Well, I I have to say you are very ambitious when it comes to bike racing. And it's a. Pleasure to be able to talk with you and hear about all these cool things we've been speaking with Eric McBride. He is a gold medalist from the Pan Am Games in Santa Santa Domingo this year. In the yeah, in the Dominican Republic and making the US proud and from the world's doing really, really, really, really well. Thanks so much for talking with me. Have a great 2024 season and. We'll check in again.

Speaker 4

Thanks, Diane. Have a great day. Thanks for. Having me on the. Show. Take care.

Speaker 2

You too. My thanks to Eric McBride for joining me on the show. You can learn more about Eric on his YouTube channel [eric.mcbride1andfollowhisteam@kingdomracing.com](https://www.youtube.com/channel/eric.mcbride1andfollowhisteam@kingdomracing.com). My thanks to you for tuning in and next time on the outspoken cyclist we'll be speaking with Tracy and Peter Flukey about their most recent tandem trip, their new book, *Bicycling Route 66*, is just out, and the format is so much fun. You can find out more about our guests along with links, photos and a transcript of the podcast at [outspokencyclist.com](https://www.outspokencyclist.com). Follow us on Instagram and Facebook, and soon you'll be able to tune in to our YouTube channel, subscribe to the podcast on your favorite app so you never miss an episode. I hope you have a great day. Stay safe, stay well and remember there is always time for a ride. Bye bye.

Speaker 1

Thanks for joining us today on the outspoken cyclist with Diane Jenks. Who welcome your thoughts and contributions on our Facebook page or visit [outspokencyclists.com](https://www.outspokencyclists.com) to leave a comment on any episode. We'll be back next week with new guests topics. Conversations and news in the world of. Drive to the show on your favorite. Podcast app and you'll never miss an. Episode the outspoken cyclist is a copyrighted production of DBL promotions with the assistance of WJCL FM Cleveland, a service of John Carroll University. Thanks again for listening ride safely, and we'll see you next week.